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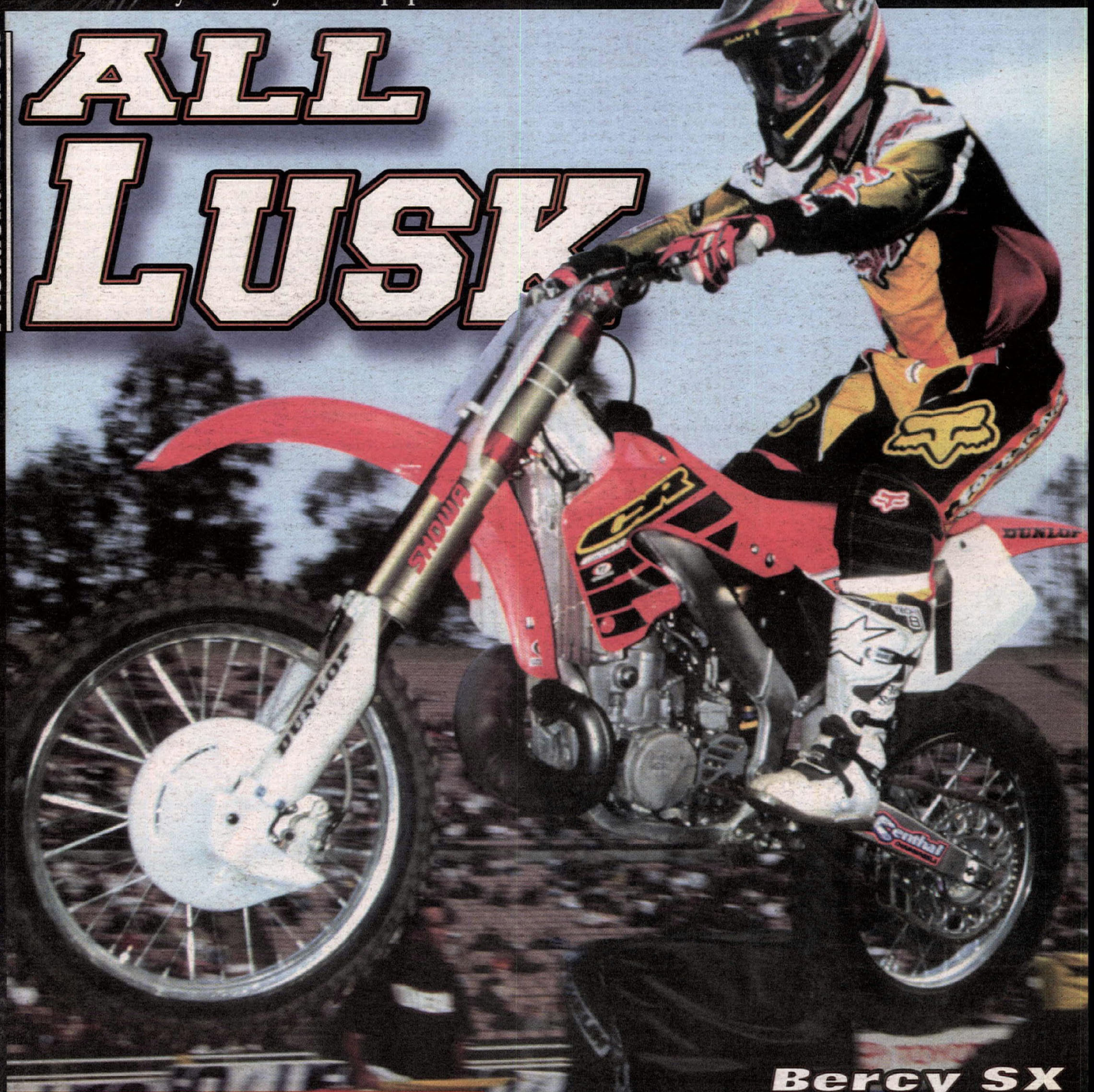


Pasadena World SX

Bercy SX

Elsinore GP

NHRA Drag

TIME DATED MATERIAL MAILED NOVEMBER 23, 1999

TIME DATED WEEKLY NEWS

The fifth and sixth rounds of the National Arenacross Series were played out in Worcester, Massachusetts, November 19-20. On Friday night, privateer **Jimmy Wilson** (Yam) scored the win in the 125cc class over **Ty Wallace** (Yam) and **Mike Kati** (Kaw). In the 250cc class, **Buddy Antunez** captured the victory over **Barry Carsten** (Suz) and **Chad Peterson**. On Saturday night, **Pedro Gonzalez** won both classes. In the 125cc class, Gonzalez finished ahead of Peterson and Antunez, and in the 250cc class, he topped **Denny Stephenson** (Suz) and Antunez.

Aprilia delayed the first test of the RSW500 V-twin that was scheduled for November 15-16 at Mugello in Italy due to inclement weather. **Tetsuya Harada** was slated to test the new Grand Prix bike, but heavy rain, wind and cold temperatures prevented him from doing so. The new bike features a completely new, fuel-injected engine for the 2000 season, according to *Cycle News* contributor Paolo Gozzi. "We don't need to run on the wet - we want to test the new engine in dry and hot conditions," said Fabrizio Guidotti, the director of Aprilia Racing. "We preferred to cancel our tests at Mugello to rent different tracks, like Spain's Jerez or Valencia, to continue the winter activity of development." The team will attempt to test at Jerez, November 27-29.

Although Aprilia has said that **Marco Melandri** will ride a factory 250 for the team next year as a replacement for Valentino Rossi, the deal hasn't been finalized yet. In fact, the 17-year-old Melandri still has an option with his Benetton Honda team until the end of the 2000 season, and he must be released from that contract before he can sign with Aprilia. "We need to negotiate with Benetton and we hope that all things will be friendly," said Loris Reggiani, the former GP racer who now manages Melandri. There is also a possibility that Benetton will be a featured sponsor on Melandri's Aprilia next year.

Now it appears that there may be a chance the **Loris Capirossi** will return to Aprilia for 2000. "At the moment our priority is to stay with the Grecian team and Honda NSR250," said Carl Pernat, Capirossi's manager. However, the former 250cc World Champion has had talks with Aprilia that could possibly reunite him with both the Aprilia factory and his former crew chief Mauro Noccioli. Stay tuned.

Dirt tracker **Will Davis**, a team member of Racing For Kids, recently visited with children at the Children's Hospital and Health Center in San Diego, California. Racing For Kids has visited over 9500 children in 120 hospitals across the United States, Australia and Canada, raising some $1.2 million for the hospitals.

A **Carroll Resweber**-autographed official Dirt Track Hall of Fame baseball cap is being auctioned off with the proceeds of the sale going to the Dirt Track Hall of Fame race purse for 2000. The auction dates are November 15-30, with bids being submitted in $5 increments. To bid, write to the Hall of Fame office at: dthof@negia.net. Resweber was AMA Grand National Champion from 1958-1961.

Pier-Francisco Chili tested the new Suzuki GSX-R750 at Jerez in Spain recently, with the bike being completely new with the exception of the engine. In addition, Chili tested a new Showa fork and rear suspension and Brembo front and rear brakes. Last year, the Suzuki team used Tokico brakes. Chili also had several new Dunlop tires to test - all of which were 16.5 inches. Chili completed some 156 laps in perfect weather conditions, lapping at a best of 1:45.10. "I'm very satisfied," Chili said. "The new tires are absolutely good and now I have more grip, especially in the rear. The Dunlop man also worked very good and I'm very confident to have great support next season. Also, I like so much the Brembo radial brakes. My Alstare team and [I] have done a great job here in Spain and now I can go to winter holiday very confident. Next season I want to attack the Ducati crown and now I know that I will have the right bike to win a lot of races." Suzuki's **Kenny Roberts Jr.** was also present at the test, and he lapped under the Jerez lap record, setting his fastest time of 1:43.6 on the Suzuki 500.

Although he has yet to sign a contract, **Troy Corser** continued to test the Aprilia RSV1000, putting in some 30 laps at Mugello in Italy on November 16 - again, in very bad weather conditions. Crosier completed his laps on intermediate-treaded tires. He is expected to test again at Jerez in Spain on November 28-30 and by then he will likely have signed a contract with the Italian company.

Blackman's Cycle, the largest Aprilia dealer in the U.S., has formed a new road racing team to compete in the AMA 250cc Grand Prix Series in 2000. The team will feature **Mike Himmelsbach** as its lone rider, with Himmelsbach's father, Bill, handling the mechanical duties on the Aprilia.

A memorial fund has been established for motorcycle road racer **Douglas Cook**, 41, of Truckee, California. Cook was fatally injured in a three-bike incident at Thunderhill Raceway on October 24. Cook is survived by his wife, Tricia, sons Troy and Matthew, his mother Dianne O'Harra, his father Hart "Cappy" Cook and numerous brothers, sisters, nieces and nephews. Cards and donations can be sent to Bank of the West, Gateway Branch, 11202 Donner Pass Rd., Truckee, California, 96161-4808. For more information, call 530/582-3050.

Karl Wharton, general manager of **Triumph Motorcycles, Ltd.**, has announced that Triumph Motorcycles Ltd. will assume direct responsibility for the distribution of all Triumph motorcycles, parts and accessories in Canada, as well as service and warranty issues.

Mountain Performance Racing will field a team in the AMA National Road Racing Championship Series in 2000, featuring **Chris Rankin** and **Brian Lehfeldt**. The pair will ride Yamaha R6s in the 600 and 750cc Supersport classes. Rankin previously rode for Bell County Harley-Davidson in the AMA Superbike class.

White Brothers has announced that it has re-signed riders **Doug Dubach** and **Spud Walters** for the 2000 motocross season. Walters will defend his PACE Off-Road Thunderbike title while Dubach will race in selected events, including the World Four-Stroke and Vet Championships. Both will ride 2000-model Yamaha YZ426s.

The American Trials Association has announced that the **30th annual El Trial de España** will be held on Sunday, April 16 at Reed Valley in the city of Aguanga, roughly 25 miles east of Temecula, California.

For the third consecutive year, **American Suzuki** will sponsor the **Suzuki Rock 'n Roll Marathon** in San Diego, California on June 4. Some 20,000 runners are expected to compete on the 26.2-mile course.

The **29th annual World Mini Grand Prix** has been scheduled for April 25-30, 2000, at the Las Vegas Motor Speedway in Las Vegas, Nevada. Last year's race drew some 2300 entries. Also, the NMA Grand Nationals of Motocross in Ponca City, Oklahoma, is scheduled for August 1-5, and the Branson USA Motocross Championships in Branson, Missouri, is scheduled for October 6-8. The Branson race is not NMA-sanctioned, so riding qualifiers is not required. For more information on these three races, call the National Motorsport Association (NMA) at 909/657-6782.

The La Playa Masters of Motocross race, scheduled for December 5, will take place at the traditional race site - the **Cantamar Sand Dunes**. The event will also pay double points toward the La Playa Motocross GP Series. The club says it is still working at Rancho Bernardo to solve the irrigation service, but since there hasn't been any rain since March, dust is a problem, which is why the race is moving back to Cantamar. For more information, call 011-52-661-225-25.

DSP, the company best known for its trick carbon-fiber guards and titanium exhaust systems for Yamaha YZ400s, has **accepted an offer** from FMF Racing's management team in which FMF will invest a substantial amount of capital into DSP in return for an interest in the company. FMF's management team will work with DSP founder Willie Amaradio in the marketing and sales-management areas for the DSP brand. Initial plans call for an expanded race effort, increased distribution, more advertising in consumer publications, and an all-new color catalog. "DSP is a natural extension to our efforts," said FMF's Don Emler. "Racers know FMF for the world's best pipes, and DSP for the toughest, most reliable, and lightest-weight products out there."

Chevy and AMA tie the knot

A marriage made in heaven? That remains to be seen, but the knot was officially tied on Friday, November 19, as a multi-year sponsorship alliance was announced between Chevy Truck and the AMA. The deal includes title sponsorship of both the AMA Superbike and AMA National Motocross Championships, and the designation of "official truck of the AMA Grand National Championship." All totaled, the AMA claims that this is the largest marketing partnership in the history of the association.

As of Friday, the two series will be known as the Chevy Trucks U.S. Superbike Championship and the Chevy Trucks U.S. Motocross Championship. Chevy Trucks will thus replace the MBNA title sponsor in road racing while doing the same to Mazda Trucks, the former title sponsor of the AMA National Motocross Championship.

In a press conference held on November 19 in Pasadena, California, Chevy Trucks and the AMA outlined their involvement together, though no monetary information was disclosed. They did, however, say that information regarding such things as rider point funds would be announced at a later date.

"Why Chevy Trucks and motorcycling, or motocross specifically?" asked John Farris Jr., the assistant brand manager of Chevy Trucks. "When it comes to sponsor loyalty, motocross ranks second only to NASCAR. When it comes to Chevy Trucks, it's tough to find a more product-loyal customer in the automotive industry. Equally impressive is Cycle World magazine's research that confirms that 75 percent of their readers are truck owners. The Chevy Truck tie-in is a natural. Our support of AMA Pro Racing is a great link to the millions of fans who either attend events or watch them on TV, and really tap into the passions of the six and a half million motorcyclists in the U.S. But it's not really just about numbers, it's about the commonalities shared between Chevy Trucks and motorcyclists."

Farris also stated that Chevy's research shows that 30 percent of Silverado owners participate in the sport of motorcycling.

"This is a partnership that truly will help us achieve some of our objectives," said AMA Pro Racing's CEO Scott Hollingsworth. "This partnership represents a significant advancement in developing a business model and marketing platform that will enable us to increase the media presence of motorcycling and in fact develop new media outlets to promote the growth of the sport going forward. We believe this will benefit all of the stakeholders who participate and enjoy our series - be they riders or teams or our promotional partners, fans, and obviously our sponsorship partners. We're elated with the ability to move forward in that manner."

Perhaps former AMA Motocross and National Motocross Champion, and current Chevy Truck racer Ricky Johnson summed it up best.

"As a rider and somebody watching the sport grow over the years, this is an unbelievable day," Johnson said. "If the AMA could pick one company to take our riders to the Motocross des Nations, to support our flat track riders and superbike riders and also our motocross champions - I think if they had a dream list of sponsors they could get, I think General Motors and Chevy Trucks would be one of them. It's a natural fit, just like a motorcycle fits in the back of a truck. As a racer and somebody who has worked with Chevrolet, this is a very exciting time and, yes, I'm a little jealous that I'm not racing, because to see Chevy Trucks getting involved - it's just an awesome time."

The **Checkpoint M.C.** called to let us know about the new date and location of its enduro, originally postponed due to the Southern California forest fires. The event is set for December 5 at the Slash-X Cafe near Barstow, with an 8 a.m. key time planned. Camping is available for the enduro, which club members say will be "fun and easy compared to some of the other district events." For more information, call 909/338-0311.

DM Sports Management will hold a pro rider **memorabilia auction and raffle** December 17-19 at Glen Helen Raceway in San Bernardino, California, during the Chaparral Pro-Am. All proceeds from the auction and raffle will go to cancer sufferer Scott O. Husky.

Stefy Bau will be a guest instructor for the **Women's School of Motocross** Benefit Motocross School on December 13 at Glen Helen Raceway in San Bernardino, California. All proceeds will go to Scott O. Husky. For more information, call 949/837-2206.

The ninth annual desert clean up at Southern California's popular Ocotillo Wells State Vehicular Recreation Area on November 15 removed more than a ton of garbage.

Kawasaki Team Green, KTM Sportmotorcycles, Montclair Yamaha, Acerbis Plastica USA and Maxima Racing Lubricants have signed on to sponsor the **Los Ancianos Tecate Hare Scrambles**. The race is scheduled for January 16 in Tecate, Baja California, Mexico. For more information, call 619/281-1400 (days), or 619/462-2627 (evenings).

Ducati North America and participating Ducati dealers, in conjunction with Dunlop tires, have announced the North American **Ducati Sport Turismo Ride Series**, which will be conducted across the continent on selected weekends between March and September of 2000. Each of the over 40 rides will traverse local country roads and stop at scenic and historical locales. Also, some of the tour stops will feature test rides of the Ducati Sport Touring line. For more information, check with your local participating Ducati dealer.

Zing Racing is currently accepting racer resumes for the 2000 racing season. Resumes can be sent to Zing Racing Products, 1250 Keystone Way, Vista, CA 92083, attn: race support.

Skorpion Enterprises is currently accepting racer resumes for the 2000 racing season. Resumes can be sent to Skorpion Enterprises, 24975 Acacia Lane, Laguna Hills, CA 92653.

Meet the press

On Wednesday, November 17, Yamaha Motorsports flew all of its race team riders and crew to California to participate in Yamaha's 1999 Motorsports Media Day at Adams Kart Track in Riverside.

The event was intended for all of Yamaha's 2000 team riders to meet and hang out with members of the press, not to mention spinning a few laps in Yamaha YZ125-powered shifter karts.

The riders who attended included Yamaha's in-house MX team pilots Jimmy Button and David Vuillemin, as well as Chaparral Yamaha team riders Jeremy McGrath and Tim Ferry, and Yamaha of Troy team riders Ernesto Fonseca, Stephane Roncada, Justin Buckelew and Casey Johnson. Yamaha's off-road team riders Ty Davis and Randy Hawkins were on hand as well, but unable to make the trip out west was Yamaha's National Hare Scrambles Champion Doug Blackwell. Representing Yamaha's road race team was Tommy Hayden and Jamie Hacking.

Jeremy McGrath

Eddie Lawson

Making a special appearance was four-time road racing World Champion Eddie Lawson who participated in the kart time trials, where members of the press were teamed up with at least one member of Yamaha's racing team. At the end of the day, each driver was timed in a one-lap showdown, and the team with the combined quickest time took home the first-place trophy. Although Lawson, McGrath, Hacking and Hayden clocked some of the quickest times of the day, it was the Vuillemin/Button team that scored the win over the Lawson/McGrath team. Just 37 one-hundredths of a second separated the two teams.

Other awards were handed out. Lawson earned the Superpole Award for posting the fastest lap of the day. Second place went to McGrath. Dirt Rider magazine's Ken Faught took home the Fastest Journalist Award, while both Dirt Bike magazine's Joe "Papa" Kosch and AMA Superbike.com's Dean Adams earned the Tortoise Award for being the slowest journalists.

The Crasher Award went Hi-Torque Publishing's Steve Casper. Need we explain?

Boss Bearing is currently accepting racer resumes for the 2000 racing season. Resumes can be sent to Boss Bearing at 1915 West Front St., Statesville, NC 28677.

DH Racing Products is currently accepting racer resumes for the 2000 racing season. Resumes can be sent to 207 Desert Rose Dr., Sparks, NV 89436.

Interactive Outdoors, Inc., owner of Wildernet.com (www.wildernet.com) announced it has entered into a content- sharing partnership with the Colorado Off-Highway Vehicle Coalition (COHVCO). Visitors to COHVCO's Web site (www.cohvco.org) will be able to search the outdoor recreation database of Wildernet.com, including Colorado trails, Jeep roads, campgrounds and other public lands resources.

EVS Speed Protection is currently accepting rider resumes for the 2000 race season. Please forward all resumes to EVS Speed Protection, Attn: Rider Support, 4412 Prairie Fox Drive, Janesville, WI 53546.

DEBUT PARTY: At Café Veloce in Kirkland, Washington, on Wednesday, December 1 at 7 p.m., featuring the new MV Agusta F4, sponsored by Bellevue Suzuki-Ducati. For more information, call 425/747-7360.

OPENED: Blackmail's Cycle's home page on the World Wide Web. The site can be found at the following address: http://www.blackmans.com.

APPOINTED: Joey Petersen, as area sales manager for Triumph Motorcycles America, by Jim McKenna, national sales manager. Petersen will be responsible for Northern Georgia, Alabama, Mississippi and all of Tennessee and North and South Carolina; Chris Souza, as area manager of the Pacific Northwest for Triumph Motorcycles America. Souza will be responsible for Washington, Idaho, West Montana, Northern Nevada, Oregon and Northern California; Ron Greene, as area manager for Michigan, Indiana, Ohio and Kentucky, for Triumph Motorcycles America.

OPENED: Bosenberg Motorcycle Excursions' home page on the World Wide Web. The site can be found at the following address: http://www.bosenberg.com.

SIGNED: Road racers Pascal Picotte, Francis Martin, Michael Taylor and Jeff Williams, to contracts with Joe Rocket Sports Gear of Ontario, Canada.

BORN: Hanna Rose Erquiaga, to Nevada Motocross Development's Ty Erquiaga and his wife, Kerstyn, on November 8 in Carson City, Nevada.

OPENED: South Texas Motocross Racing's home page on the World Wide Web. The site can be found at the following address: http://www.racedirect.com.

BORN: Destry Thomas Aston, to Aston Racing's Gregg Aston and his wife, Kristy, on November 10.

GRAND OPENING: Pacific Yamaha, the newest Yamaha superstore in California's South Bay, on December 4-5, at 1358 Pacific Coast Highway, in Harbor City, California. For more information, call 310/891-6990.

AUTOGRAPH SIGNING: At Chaparral Motorsports, in San Bernardino, California, December 17, from 6 to 8 p.m. Jeremy McGrath and Tim Ferry are scheduled to appear. For more information, call 909/889-2761.

HIRED: Dave Chase to head up Pro Circuit's in-house suspension division. Chase has worked for the Honda, Kawasaki and KTM teams, and has also headed up his own business building race bikes from the ground up.

ACQUIRED: The Ducshop, by Beaudry Motorsports in Post Falls, Idaho. For more information, call 800/735-2407.

NAMED: Scott Wallenberg, as publisher of Racer X Illustrated magazine, as of November 22. Wallenberg, formerly of Hi-Torque Publications, will help out the business side of the magazine. Davey Coombs and Eric Johnson (also *Cycle News* contributors) remain in charge of editorial, and Brian Steely keeps the title of managing editor. CN

Number PLATE

19.6
Scott Parker's career Grand National win percentage

4.4
Scott Parker's average number of Grand National wins per season

3
Scott Parker's career Grand National short track win tally

1
Scott Parker's career Grand National TT win tally

Eurofile

BY ALAN CATHCART

Piaggio settled

The fate of Italy's Piaggio Group, manufacturers of the Vespa scooter and by some statistics the world's third-largest constructor of powered two-wheelers, has been settled. As revealed some months ago in this column, Piaggio management has been in negotiation for some time regarding a possible acquisition by Texas Pacific Group (TPG), the leading U.S.-based private equity firm that purchased Ducati back in 1996, and has since floated the Italian sportbike specialist on the stock market, after turning it around commercially.

It's now confirmed that the Piaggio sale is a done deal - but with one major wrinkle: It won't be TPG which ends up controlling Italy's scooter giant, but their banking partners Morgan Grenfell Private Equity, the London-based investment firm now owned by Germany's Deutsche Bank.

Under the terms of the selloff, Morgan Grenfell will provisionally end up owning 80 percent of the Piaggio stock, TPG just 10 percent, and Umberto Agnelli, brother of Fiat boss Giovanni and ex-husband of founder Enrico Piaggio's late daughter, Antonella, the remaining 10 percent. The deal is understood to value Piaggio at Lit. 1.35 trillion ($752 million), for a company employing 6000 workers with a gross turnover of Lit. 1.85 trillion ($1.02 billion) in 1998, when after several loss-making years, Piaggio finally posted a net profit.

These numbers do obscure a potentially interesting scenario, because on the face of it the Piaggio deal is the exact reverse of the Ducati one, where it was TPG that took a majority shareholding, and Morgan Grenfell the minority one. Firstly, there's a widespread suspicion that the spin-doctors are at work here, with extensive reports in the Italian press headlined "Piaggio remains European - Germany in charge, not America," and "Vespa Control stays in Europe - Germans are the Masters of Piaggio."

Quite why this should be seen as more desirable than an American takeover, after TPG's copybook turnaround of Ducati, is hard to fathom - as well as essentially inaccurate, given that Morgen Grenfell is a British-based, if German-bought, banking operation. However, the final share-out of equity has yet to be finalized, and TPG may well end up deciding to take a higher stake - especially as their experience in turning Ducati around will be crucial in tackling the even bigger challenge of Piaggio.

Whether the American-leveraged buyout specialist decides to do that will depend on its success in refueling its investment funds, which are essentially exhausted after a series of recent high-profile European acquisitions, such as Switzerland's Bally Shoes and Britain's Punch Taverns. To fuel its continued push into technology deals and into Europe, TPG is currently raising a further $4 billion capital pool on top of the two funds it already operates totaling $3.22 billion, almost 95 percent of which is already committed to a huge variety of high-profile investments. This left insufficient cash available for TPG to snap up the majority stake in Piaggio it had negotiated - but with the potentially lucrative Vespa brand name up for grabs, this was evidently regarded as too good a deal to pass up, especially with bitter LBO rival GE Capital Partners also sniffing round Piaggio - hence the Morgen Grenfell majority take-up.

"I'm sure there's a bit of paper lying in someone's safe which gives TPG the option to take over control of Piaggio once they've topped up their investment funds," says a London-based merchant banker specializing in the motorcycle industry. "Firms like this don't get involved in deals of this nature unless it's they who are in charge of rebuilding the company and bringing it to market via a stock exchange flotation in a couple of years. I'd expect the company name to be changed to Vespa SpA, too, to reflect added emphasis on the company's core product. But the main thing is that the deal's actually been done, and now expert outsiders can tackle the task of reviving the motorcycle industry's sleeping giant."

One of TPG/MGPE's key targets for future Vespa sales will be the USA, where Piaggio rival Aprilia is in the process of trying to relaunch the scooter as chic transportation in college towns. In fact, more than two million Vespas have been sold in the USA, since department store Sears & Roebuck took the first shipment stateside in 1950. Now a guide has been published for the first time in English on how to revive these "Roman Holiday" icons, entitled "How to Restore & Maintain Your Vespa Motorscooter." It's written by lifelong Vespa enthusiast Bob Darnell, who has the advantage of living in Phoenix, Arizona, where year-round scootering is doubtless more practical than, say, North Dakota.

Darnell's experience of the brand, acquired during his many years running a Vespa restoration business, comes through well in the book, which is published by MBI Publishing under ISBN no. 0-7603-0623-0. It's a very timely publication. Maybe TPG will decide to give a copy free with every Vespa sold stateside.

And what of Gilera?

With Piaggio under new owners, conjecture now focuses on their strategy for the company's prestige motorcycle brand, Gilera - the inventors of the four-cylinder transverse in-line motorcycle over 60 years ago, and six-time winner of the 500cc World Championship in the postwar era, before retiring from racing in 1957 following another season of total dominance at the expense of their MV Agusta rivals. With trophy marques like MV and Benelli returning to the marketplace with high-profile streetbikes, it's unthinkable that TPG/MGPE won't maximize the take on their Piaggio acquisition by doing the same with the Gilera name.

However, it's currently restricted to doing service on a badge-engineering basis on Piaggio's performance scooters, after the closure back in 1992 of the Gilera factory at Arcore, near Monza.

However, the best bet is that they'll do this either by selling the Gilera brand outright to a group of Italian investors already involved in the motorcycle industry, or "lease" the name to them in return for a slice of the projected operation already agreed to with Piaggio's former management, whereby a new four-cylinder streetbike lineup using bought-in Japanese engines in Italian-built frames will be marketed bearing the Gilera name.

With development costs and lead time for development of any four-cylinder engine so great - as their MV Agusta rivals are in the process of underlining - and with its four-cylinder heritage in mind, so that no new Gilera could use any other format, the Japanese motor option is the only way out. That's if a Gilera range of models is to reach the market in time to catch the wave of superlative sportbiking with nostalgic overtones.

This was already decided back in 1991 by Piaggio's then-management, in concluding a deal with Honda for a supply of CBR600 engines to build a Gilera Supersport contender - a project that was later scrapped with the decision to pull out of the motorcycle market.

But this idea has now resurfaced, with significant preliminary design work already complete on the first new Gilera four, a 600 Supersport streetbike likely to be launched at Intermot 2000 in Munich, and to enter the 2001 World Supersport Championship. The men behind the Gilera revival, who can't yet be identified publicly, say that reviving the Italian marque's legendary status through competition is a high priority. Hence the decision to kick off with a Supersport model capable of competing successfully at the highest level very quickly, rather than a four-cylinder 750cc Superbike which would take far longer to make its mark, if ever, against the growing lineup of one-liter V-twins. But a 1000cc four-cylinder ultrasport is next on the agenda, to also avoid putting the reborn Gilera into head-to-head competition with the 750cc MV Agusta F4, which can't be stretched any larger than 870cc.

This inevitably raises another question: Which Japanese engine will the new Gilera 600 use? Yamaha's R6 is out of contention, leaving the other three Japanese companies' in-line fours each under consideration. Suzuki, engine builders to the world, are prime candidates in view of their supply deals already in place with Bimota, Cagiva, Laverda, Magni, Aprilia, etc., but the two-time World title-winning GSX-R600 reigning World Champion is set to be updated for 2001, and it's unlikely supplies of the new version would be available for a Gilera launched at the same time.

The same thing goes for Honda's expected new fuel-injected version of their short-stroke CBR600 - but Kawasaki's new improved version of the ZX-6? Hmmm - could be.

The Melling debacle

In the wake of the split with the company's engine designer Al Melling, U.S.-based Norton Motor International has issued a statement formally confirming that it is unlikely to complete development of its motorcycle product line already announced - i.e. the V-eight Nemesis, etc. NMI has also declared it's seeking an outside evaluation of Melling's designs and prototypes (through UK-based Vepro), and that "management is in discussions with various high-quality engine and component suppliers about an alternative product line."

These companies are understood to include not only Weber-MZ, as reported here earlier, for the 750cc parallel-twin which the Swiss-German alliance has under development, but also French manufacturer Voxan, for supplies of its innovative fuel-injected 1000cc 72-degree V-twin engine, now in series production after initial manufacturing hiccups were sorted out by Voxan boss Jacques Gardette, by the simple expedient of hiring a pair of top production engineers from Peugeot and Renault.

But apart from the drawbacks of going the V-twin route - a kind of motorcycle Norton has never produced since its last French-engined bike (the

Moto Guzzi takeover

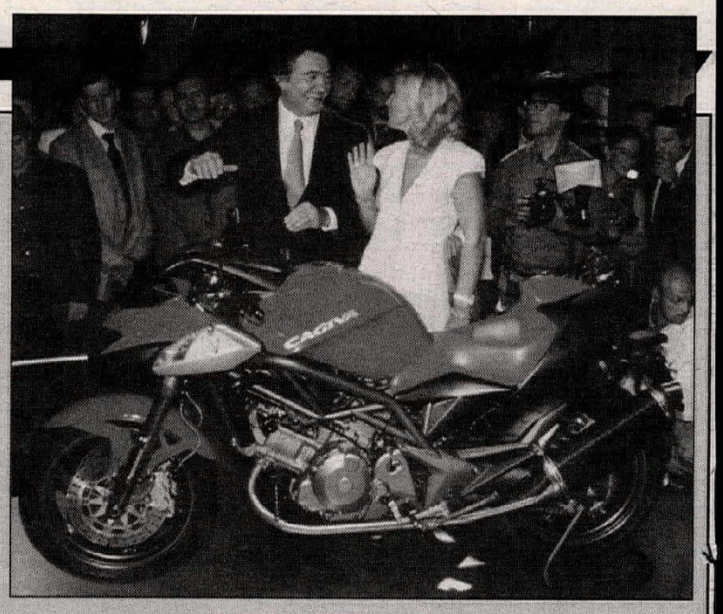
The fourth of Italy's famous four trophy marques is Moto Guzzi, and here too there's a takeover in the wind, with Stefan Pierer, boss of Austrian off-road specialists KTM, confirming that talks have been going on between the two companies since 1998 about a possible outright acquisition of the Mandello-based Italian manufacturer. Pierer - leader of a management group that recently took KTM private again by buying up around 95 percent of the company's shares - has stated that a final decision about the merger will be taken by Christmas.

Moto Guzzi's American chairman Mark Hauser admits negotiations are in hand to sell a slice or all of the company (KTM is not thought to be interested unless it gains total control) to attract outside investment, and MV Agusta SpA (formerly known as Cagiva) has been mentioned in the Italian press as an interested party. But MV chairman Claudio Castiglioni has denied this, and the level of debt attached to such a deal, as well as the high price apparently placed on the Moto Guzzi name by controlling shareholders Triden Rowan, are thought to be significant hurdles yet to be overcome.

Ducati director Massimo Bordi has also admitted his company's interest in the historic brand, whose shaft-driven V-twin cruiser and touring lineup would perfectly match Ducati's more sporty range.

"But they value Guzzi at more than 130 billion Lire ($72 million), which is far too high," says Bordi. "In its present situation the company is not worth more than between 30 and 40 billion Lire, especially taking into account the antiquated production facilities at Mandello. The only thing of interest is the engine concept and the name - you have to start again almost from scratch to rebuild the marque, and that has to be reflected in the price."

With 1998 turnover down to Lit. 48 billion ($25 million) and losses of over Lit. 3 billion ($1.6 million) expected to more than triple this year, in spite of the success of the company's new six-speed V11 Sport model, Guzzi management may not have much time left in which to cut a deal - or to haggle about the price with Pierer and KTM, who are understood to have tabled a firm offer for the company.



Is MV Chairman Claudio Castiglioni (left) considering a purchase of the troubled Moto Guzzi marque? Possibly, but so may be KTM.

Peugeot-powered twin which Rem Fowler took to victory in the very first Isle of Man TT back in 1907, and at odds with the brand's parallel-twin heritage), Voxan is believed to have very little excess capacity for engine manufacture, even to the point of only sparingly supplying Boxer Bikes boss Thierry Henriette with sufficient rolling engine and chassis packages for him to kick off limited, hand-built production next year of the Boxer VB1 Superbike launched at the Paris Show last month. Expect NMI's Voxan option to be discarded.

At the same time as their formal announcement regarding product development, in the aftermath of the Melling debacle NMI also announced that certain finding commitments totaling $5 million had been withdrawn, of which only $700,000 had actually been provided to date. As of October 26, this left the company admitting to only $100,000 in remaining available cash, a fact which required them to publicly state that "there is substantial doubt about (Norton's) ability to continue as a going concern." This put NMI's previously stated intent to raise up to $25 million of venture financing on hold, as well as chief executive John Kilpatrick's declared intent to seek a strategic partner to assist in bringing the Norton name back to the marketplace.

A likely reason for this is the million-pound ($1.7 million) lawsuit launched by Al Melling against NMI, after the October 2 seizure of Norton plans and prototypes from his Rochdale works. Until this is satisfactorily resolved, or Melling withdraws it, there's little point in throwing more money into the kitty for possible legal settlement.

Liquidation?

One scenario popularly conjected is that the born-again Gilera brand will end up in a fifth-force world company grouping Ducati and Piaggio under the same corporate roof. Don't count on it - or rather, subtract Piaggio. If TPG/MGPE were to sell off Gilera completely, it might well do so in conjunction with a liquidation of their remaining interests in Ducati, say financial experts, which after the stock market flotation earlier this year has been reduced to TPG holding 31 percent and Morgan Grenfell 7 percent.

However, Bologna-based financier Giorgio Seragnoli has since built up a 5-percent stake in Ducati, and together with other Italian investors holding significantly smaller stakes in the company, is thought to be planning to take Ducati Italian again. Since the same men planning to give rebirth to Gilera are also members of the Seragnoli supporters club, an Italian-owned joint company combining Ducati's V-twin range with a four-cylinder Gilera lineup, using the comprehensively re-modernized Ducati factory's significant excess capacity to build Gileras, is a strong likelihood. Watch this space...

Not the end

All this doesn't at all mean the end of the Norton revival, only that a more realistic management approach now prevails, based on what the market is likely to want. In the short term, this includes a restyled version by designer John Keogh of the BMW F650-engined International street single developed by German importer Joe Seifert, due to enter series production in March 2000 with more modern looks and a one-piece seat/tank unit mounted on the Tigcraft-designed chassis, as well as a small handlebar fairing covering the twin headlights.

NMI is understood to have inked a deal to have the bike - likely to be named the Combat, after one of the Norton Commando's niche versions - built in the UK by an established third party, rather than rebuild the near-derelict Norton factory at Shenstone to do so, with a first batch of 250 bikes planned for 2000. But this is only a stopgap product: The pressure is on to develop a parallel-twin product range to properly relaunch the Norton brand. The only question is, will Norton's shareholders be prepared to wait another three years before that reaches the market - or will it require the intervention of a TPG-type LBO equity house to generate the impetus, both managerial and financial, to make this happen?

BMW's revision

A company with no need for outside investment to develop new products is Germany's BMW, which as reported here at the beginning of this year, is about to launch a completely revised version of the best-selling F650 single-cylinder range. With production of the Funduro single now ending (after a year's extension: it was supposed to be shifted one year ago) at BMW's sub-contractors Aprilia, who need the capacity for their expanding V-twin model lineup, manufacture of the Funduro range is being shifted back to Berlin, and BMW is taking advantage of that to completely revise the bike for the first time since it was launched seven years ago.

Because of the time frame of the switchover in production, word is that BMW won't be launching the new four-valve single - whose Rotax-built liquid-cooled twin-cam retains the same bottom end and five-speed gearbox as the existing F650, but has an all-new cylinder head specially developed to accommodate Bosch fuel-injection - at Intermot 2000, as had originally been envisaged. Instead, they're bringing forward its debut to March 2000, when the new singles will hit the shops. Not only will this be the first fuel-injected four-stroke single produced for the street by a volume manufacturer, the increasing pressure on off-road emissions in the world's largest market, the USA, means the street EvoDuro will also be joined at some stage by a harder-edged F650GSi, perhaps based on Richard Sainct's Dakar Rally winner, which will be capable of ready transformation into an effective dirt sled/desert racer/outback tool.

Look for a revised version of BMW's F650 to come down the pike soon. Unlike the current machine, it will be produced in Berlin, Germany, and not Italy.

It's a Gas Gas Gas

One company that's already gone that route is Spain's Gas Gas off-road specialist, which has sold 33 percent of its equity to the multinational venture capitalists Excel Capital Partners in exchange for a Ptas. 1 billion ($6.8 million) cash injection, to allow it to develop new product lines, as well as construct a new factory at its Girona base north of Barcelona. The intervention of ECP - in which Deutsche Bank also has a minority stake - will allow Gas Gas to increase its volume of production by 45 percent over 1998, to at least 10,000 bikes a year, built by a 105-person workforce and concentrating exclusively in the trial, enduro and rally sectors.

Founded in 1974 by partners Jose Maria Pibernat and Narcis Casas, Gas Gas is best known for the series of World Trials titles won on its machines by Jordi Tarres, though in the past two years it has expanded its product line to include its own four-stroke single enduro engine, as well as the two-strokes it's been developing itself for the past quarter-century. Gas Gas' stated aim is to use the new investment to expand its range and focus on new English-speaking markets, especially the USA and Britain.

Eccelstone takes over Paul Ricard

Also the subject of takeover bids are several of Europe's most famous race circuits, with Formula 1 fuehrer Bernie Ecclestone acquiring the keys to the Paul Ricard circuit in southern France on October 29, when his company Excelis completed the purchase of the 30-year old track. After concluding a reported deal with Deutsche Bank (again!) at the end of October to sell up to one-half of his F1 car racing operation, Ecclestone is unlikely to be short of cash with which to comprehensively redevelop the circuit via his corporate vehicle for doing so, PHG Development.

PHG has stated that Paul Ricard 2000 (it was one of the conditions of sale that the track keep its name) will be open for use sometime next year, but will be comprehensively changed to include an Indycar banked oval, as well as a road race course, over the coming years. PHG plans to reveal detailed plans for the circuit later this year - but whether this will include provision for the return of two-wheeled events such as the classic Bol d'Or 24 Hours (exiled to Magny-Cours for the immediate future) or the French bike Grand Prix (scheduled for Le Mans in 2000) remains to be seen.

And Donington too

Another major race circuit to have changed hands in the past month is Britain's Donington Park - or rather, while builder Tom Wheatcroft, who restored the historic track to modern-day use back in 1977, retains its freehold, the company which owns the 25-year lease to use the venue, MCP, has been bought by America's SFX Entertainment - a $3.25 billion company which is the world's largest live-events promoter, focusing especially on music events.

Though SFX's prime interest in acquiring the use of Donington - which holds several major rock concerts each year, including for 20 years the heavy-metal Monsters of Rock extravaganza featuring bands like Iron Maiden and KISS - is most probably for its attractions as a concert venue, the company is already involved in motorsport through its ownership of Texas-based PACE Motor Sports, promoters of the AMA Supercross Series.

PACE has recently also acquired CCS, NASB (North American Sportbike) and Formula USA motorcycle road race operations, and is scheduling an eight-round series in 2000, each of which will be televised in the USA, with at least one round on network TV. Though PACE's new road race director Bill Syfan says that the dates of the series won't conflict with the AMA Superbike Championship, with SFX's muscle behind it the PACE series looks set to provide some serious competition in the future for the AMA - a fact which will doubtless give special pleasure to CCS/NASB founder Roger Edmondson, who won a multi-million-dollar lawsuit against the AMA in the past year, before selling out to SFX.

With the entertainment giant's acquisition of Donington - currently the venue for the staging of rounds of both the World Superbike Championship and 500cc Grand Prix Series - the question now arises as to what crossover links may occur in the future between SFX's motorsports operations in the USA and UK, and to what extent the Donington acquisition will be used as a bridge to build a comparable organization to PACE in Europe.

Interpublic goes Brands

If that happens, they have serious competition, for yet another major British race circuit has just changed hands, this time on a freehold basis, with American media relations giant Interpublic Group's Octagon Motorsports subsidiary - headed by World Superbike promoter Maurizio Flammini - agreeing a £120 million ($200 million) on November 9 for Britain's Brands Hatch Leisure Group.

In addition to Brands Hatch itself - which hosted 120,000 spectators for the 1999 World Superbike Championship round in August, the largest-ever motorsports crowd in the UK, even ahead of the Silverstone F1 GP - other circuits acquired by Octagon through the deal include Oulton Park, Snetterton and Cadwell Park, as well as the rights to stage the British F1 car GP at Brands from 2002 onward. By merging Octagon and Brands Hatch Leisure, Interpublic has followed F1 racing's Bernie Ecclestone in taking a significant hold on venue management for the events its motorsport subsidiary promotes - the first time this has happened above the counter on two wheels, with Spain's Dorna, promoters of the motorcycle Grand Prix series, yet to carry out a similar operation officially through its Capital Partners owners.

The Art of the Motorcycle

After an ultra-successful three-month stay at the Guggenheim Museum in New York, where more than 300,000 visitors paid to see it, followed by a display at Chicago, the ultra-modern Frank Gehry-designed Guggenheim Museum in Bilbao, capital of northern Spain's Basque country, is next to host the acclaimed "The Art of the Motorcycle" exhibition, displaying 100 landmark machines from 1868-1998. Opening in Bilbao on November 25, and running through March 28, 2000, the exhibition is sure to attract a huge attendance from all over Europe. It might even be a good excuse for some North American bike enthusiasts to take a trip to Spain, and catch the display the second time around. CN

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Michael Klinger, *Publisher*

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Chris Jonnum, *Managing Editor*
Alan Cathcart, *European Editor*
David R. Holther, *Assistant Editor*
Jennifer J. Dutcher, *Proofreader*

Advertising
Western States (714) 751-7433
Terry Pratt, *National Accounts Manager*
Mark Thome, *Western Sales Manager*
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Dan Legere, *Western Sales Manager*
Rhonda Crawford, *Ad Coordinator*
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Advertising
Eastern States (770) 934-7850
Greg Mitchell, *Eastern Accounts Manager*
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National Headquarters
3505-M Cadillac Ave., Costa Mesa, CA 92626
P.O. Box 5084, Costa Mesa, CA 92628-5084
(714) 751-7433 FAX (714) 751-6685

Eastern Office
4188 First Ave., Tucker, GA 30084
P.O. Box 805, Tucker, GA 30085-0805
(770) 934-7850 FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
www.cyclenews.com
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Voices

LETTERS TO THE EDITOR

Toby Jorgensen

First and foremost, let me extend my family's deepest condolences for the loss of someone who had a very promising future ahead of him, and has touched many people. [It was] a future that perhaps he wasn't ready for.

I believe we all have a deep curiosity as to why the AMA would let a 17-year-old boy - and I do mean *boy*, race the Grand National circuit against riders 10 to 15 years his senior. Toby simply wasn't ready and didn't belong there at this stage of his life. He needed far more seasoning in order to prepare himself for the likes of such individuals as the Scotty Parker of the sport of mile racing. We need to nurture our up-and-coming stars of this sport a little longer. This [Dallas Mile] was light years ahead of the Lodi Cycle Bowl where this all began. I deeply feel that his father knew better, having been down that road himself, just what kind of skill it takes to run at 140 mph, chasing guys that have been doing this far longer than Toby has been alive. It is a crying shame, to put it mildly, that he had to die in this fashion.

I'd even bet that there are days on the mile when guys like Parker, Carr and even longtime veteran Jay Springsteen get into situations at that speed where they wonder if they even belong out there, let alone a 17-year-old kid from Modesto. I was always under the impression that you needed to be at least 18 years old. Has the AMA changed this rule, or with the right credentials, can it be waived? And would another year of age have really changed anything? Only "He" knows that.

However, I do want to applaud Toby for placing second, behind his idol Chris Carr, at the Peoria TT.

Timmie Leque
timmiel@inmate.com

Off-road outlaws

I just wanted to let readers know that a popular Southern California riding area has been closed. Honda Valley is now off limits to motorcyclists. We were riding there on November 14 and were approached by sheriffs on KLX300s. They gave us maps to green-sticker areas further in the desert, but as of November 20, citations will be issued to anyone riding at Honda Valley.

Riding areas are becoming harder and harder to find. You only have to look back on the riding areas you used to have to know what the future holds. Maybe we have no choice but to become off-road outlaws. Write letters and speak out. Join the AMA. But keep on riding, this country used to be the land of the free.

Steve Heck
Lake Forest, CA

AMA-Davidson?

What? The AMA and Harley-Davidson joined at the hip? No way. I agree with Jim Bailey (*Voices*, Issue #45). Never has the AMA done anything in the least that could be seen as favoritism toward Harley-Davidson.

Well, there was that one time that Harley was running their 750cc side-valve engines against the competition's 500cc overhead-valve engines, but that was long ago, and just one time. Okay, well, there was other time in the mid-'70s when a few people thought that a four-cylinder TZ750 Yamaha or a three-cylinder Kawasaki engine (not to mention three-cylinder BSAs and Triumphs) might make a good dirt track engine. In 1975, in what was arguably one of the most exciting dirt track races ever, Kenny Roberts actually won the Indy Mile on a TZ. Then, shortly thereafter, the AMA prohibited engines with more than two cylinders. I am sure the AMA had good reasons, whatever they were. And those are the only two times that the AMA has ever slanted the rules to help Harley-Davidson. That is, until the early '80s, when Honda showed up with a 750cc V-twin with overhead cams. The AMA ruled that bikes with engines with overhead cams had to have a higher minimum weight. That was only fair, right? Because, you know those overhead cams, that's like adding nitrous oxide. Okay, those are the only three times that the AMA has ever shown any bias toward Harley-Davidson. Just those three times. Although, there is that other series, the Super-Tracker Series, where the AMA decided to get a fresh start, level the playing field with an engine displacement maximum of 1000cc. Great, well, except one little problem. The guys using the Suzuki TL1000 engines were doing all of the winning. Well this just wasn't fair for the, uh, well, it just wasn't fair. So the AMA said that if you weren't winning and weren't using a Suzuki engine, you could help yourself to another 200cc, 'cause that would be fair, right?

Okay, those are the only four times that the AMA has done anything to hel Harley-Davidson. Hey, that tariff ha nothing to do with the AMA.

Kerry Talbo
Potter Valley, C

Humorous history lesson aside, keep i mind that the SuperTrapp SuperTracke Series currently has zero involvement fro the Harley-Davidson factory. A big factor i the rule change was that it allows Harle teams to use certain off-the-shelf aftermark parts that fit the Sportster 1200 engin keeping them from being forced to manufac ture special one-off parts for a 1000. Eve with the change, Suzukis still swept th series... Editor

Pucker up

Is it just me, or did others notice some thing a bit contradictory in Alan Cath cart's review and accompanying photo of the new Honda X11 [Issue #42]?

The first photo on page 6 clearl shows a rider (Mr. Cathcart, I presume lighting up the rear wheel with fee firmly planted on the ground and th front brake fully engaged. The smok being sent up by the rear tire appears t be an obvious signal to Michelin to sen in reinforcements. And yet the captio to a photograph on page 8 indicates th X11 is equipped with the same linke braking system as the Honda XX. Whil I do not consider myself a rider of M Cathcart's caliber, I have ridden Honda XX, and the linked braking sys tem would seem to discourage such a act as demonstrated in said photo. Or i it that the X11's engine is powerfu enough to overcome the rear brake, an the smoke emanating in the photo wa tire and brake pads? I am curious ho the "burnout" was achieved and als how many others noticed the apparen contradiction. Thanks for your time and keep the great motorcycle new coming.

Jim McGlyn
Thousand Oaks, C

Dirt track potpourri

Dirt track fan? I use race gas in my law tractor just to get me by between races!

The Hall of Fame race is not just race, it's a happening for dirt track fans Whatever Dave Despain's pitch is to ge the money, it's worth every dollar. W either continue with efforts like this one or the sport is gone. Nicky Hayden sai it all when asked about whether he wa going to ride dirt track in 2000. N

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ON THE FRONT COVER

Team Honda's Ezra Lusk scored a wire-to-wire win at the Toyota World Supercross at the Rose Bowl. Photo by Kinney Jones.

money, bad race tracks. Where have we heard this before?

He and others have also commented about the AMA. Lets face it, the AMA either has to make some big changes or some other organization needs to step up and run a dirt track series. Bad race tracks were a factor at several national events this year. Toby Jorgensen's death could have been prevented if the AMA had done its job. Are they not responsible for making sure these tracks are safe? If, for whatever reason, the racing surface at Dallas was that bad, why didn't the AMA at some point cancel the event? Maybe if that was done once in a while, promoters would take a hint. I, for one, would not be upset if I attended a race that had dangerous conditions and the race was called off.

Now I read that the AMA wants to have a "spec" racing tire for dirt track and only one company will be allowed to supply tires. What kind of idiot move is that? And while we're on the subject of tires, they are having to shorten a lot of main events because of tire wear. This is with the 750s now running. Okay, let's get a SuperTracker series going with even larger displacement and more horsepower. Am I missing something here? This new series was supposed to be for two reasons: One, so that more manufacturers would get involved, and two, to make it more affordable. I haven't seen any factory-sponsored SuperTrackers out there yet, and I seriously doubt that it is inexpensive to build one.

Before all of this got going, the AMA asked for suggestions from fans. I wrote to them with the idea of going back to novice, amateur and expert classes, and four-stroke singles. The novice class would be in 250s, amateurs on 600s and experts on 600s to whatever. Is bigger and faster really what we need in this sport? I know it's the way everything else goes in this country, but let's be reasonable. I just wonder how many dirt track fans would not show up because V twins weren't racing.

I say build the sport back to what it should be. That is, quality riders on competitive equipment and safe race tracks.

Bud Nolting
Olathe, KS

Words of Doughty

Scott Rousseau's recent *"In The Tapes"* chronicled his plight to find original parts for his 1980 Honda CR250. Unfortunately, his story is not uncommon in the world of vintage motorcycles. In general terms, his dilemma is symptomatic of just about anything that has become collectible/restorable, whether it be cars, airplanes or refrigerators, for that matter. Without sounding like every economics professor you ever shot spit wads at, it all boils down to simple supply and demand principles. Once the supplies are depleted, the demand needs to grow to the point that it becomes economically feasible for the original equipment manufacturer (OEM) to rerun the parts, or for an aftermarket company to step in and replicate them. In between these two points is the "lull period" when nothing is available. Unfortunately, Scott's '80 CR was a one-year model and has yet to generate the level of demand for either two scenarios to occur - at least in terms of side panels. Pipes, seat covers, fenders, air filters and other items are readily available from our company (Vintage Iron), and so will side panels... eventually. First, the demand must justify the initial investment for the molds, the stock, the packaging, etc. Manufacturing quality products at affordable prices in any market is tough. In a small niche market it just doesn't pencil for a large corporation, and the small guys like us have to have immediate sales to keep the cash flow moving.

Is this the fault of the OEM, or a change in policy? Neither really. It is more of a sign of the times and the natural maturation of the companies involved. For example, you can buy virtually any part you need for a 1924 Ford Model T, but don't expect to walk into your local Ford dealer and do so. It's aftermarket parts only. The Ford Motor Company stopped manufacturing and warehousing these parts long before I was a glint in my father's eye. Honda is now in the same mode Ford was in 50 or 60 years ago. If the sales revenues of certain parts don't justify their space in the warehouses, computers and parts shelves around the world, they need to make room for the parts that will. It is just good business practice, which doesn't always square with the passions of us collectors/restorers.

All empathy aside, there is something all of the OEMs could do for us old-bike lovers. Stop the destruction and/or trashing of the obsolete parts that dealers no longer want to carry and no longer want to warehouse. Maybe a collective (Yamaha, Honda, Kawasaki, Suzuki) clearing house of sorts similar to the clothing outlet stores could be initiated. I realize that this enters some legal gray areas with the dealer networks, but from a corporate point of view, it seems to make more sense to have the parts and the bikes in circulation than it does to have them wasting away in garages and junkyards. It is also important that the OEMs not give the brand-faithful owners the impression that they care less about their own (albeit old) products than the enthusiasts do.

Now if we could just restore Scott's faith in the tooth fairy...

Rick Doughty
Yorba Linda, CA

Doughty owns Vintage Iron International, a shop recognized around the world for its quality vintage MX bike restorations and distinct lack of 1980 CR side panels... Editor

Enjoy it: One reader thinks the AMA National MX Series is good enough as is.

Godspeed, Dave

Dave Johnson, longtime desert racer, died of natural causes on November 21st. Dave was a lifetime member of the Viewfinders MC and a current member of the Dirt Diggers MC. Dave died while marking the course for the Dirt Diggers Winter Hare. His life ended far too soon. It is of some consolation that he died doing what he loved to do, working on a safe and fun race for us all. Dave's family lost a fine son, father and husband. We desert racers have lost a fine competitor, and most importantly, a first-class human being.

Steve Freeman
Rialto, CA

Enjoy it

To all of you people who sit back and have not a thing in the world better to do than to waste good space in a great mag, I read your ideas on how a MX national should be run. If you think that you could do better, run a track yourself and see how far you get. You can't, because you get too tied up in yelling at your 6-year-old because he can't ride like little Billy-boy.

Stop crying about 45-minute-plus-two-lap motos, and enjoy the greatest sport in the world.

Shane Fenwick
Chatsworth, GA

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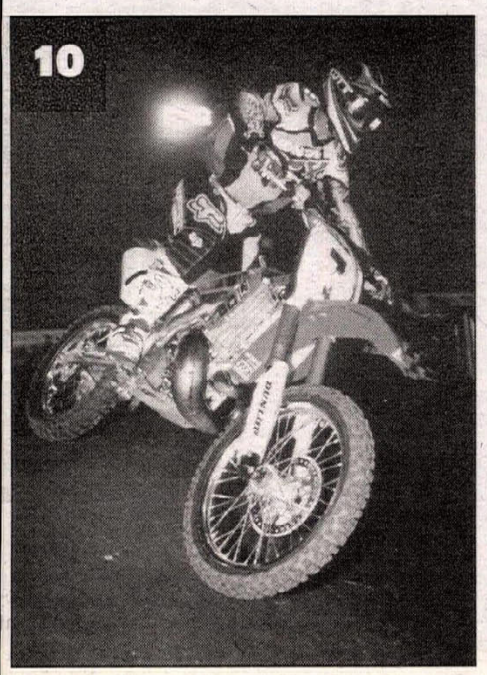
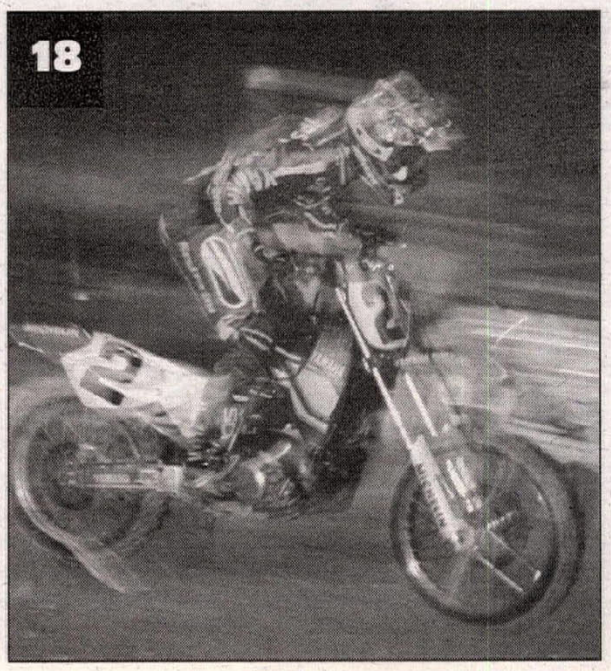
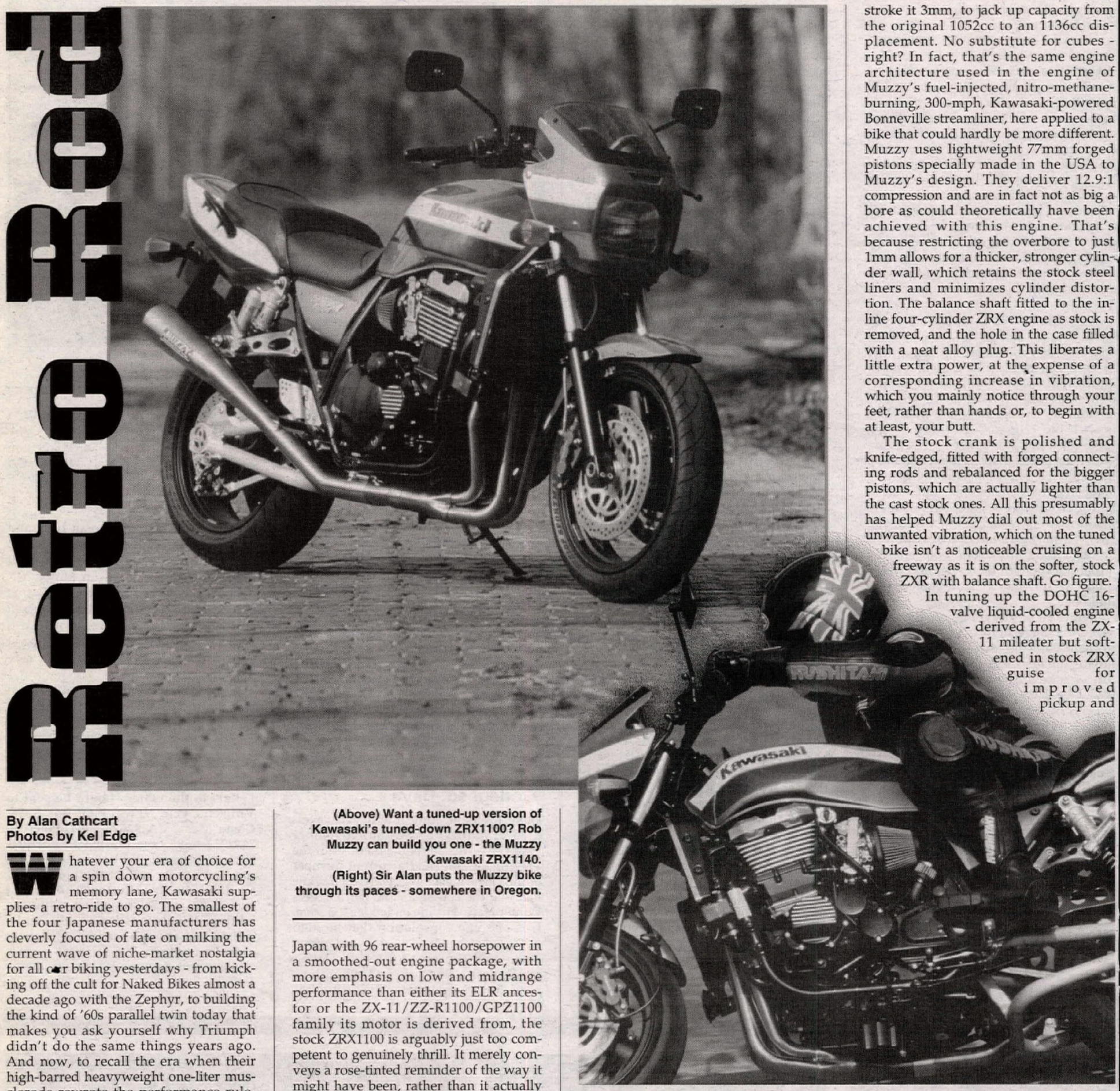




Muzzy Kawasaki ZRX1140

Retro Rocket



By Alan Cathcart
Photos by Kel Edge

Whatever your era of choice for a spin down motorcycling's memory lane, Kawasaki supplies a retro-ride to go. The smallest of the four Japanese manufacturers has cleverly focused of late on milking the current wave of niche-market nostalgia for all our biking yesterdays - from kicking off the cult for Naked Bikes almost a decade ago with the Zephyr, to building the kind of '60s parallel twin today that makes you ask yourself why Triumph didn't do the same things years ago. And now, to recall the era when their high-barred heavyweight one-liter musclerods rewrote the performance rulebook and invented the term "Superbike," Kawasaki will sell you the ZRX1100, a close but not exact replica of the green-meanie go-getter that eventual 500cc World Champion Eddie Lawson rode to back-to-back AMA Superbike titles in 1981-1982.

Close, though - but no cigar, because modern technology coupled with Kawasaki's accumulated expertise in packaging four-stroke performance to go, has blunted - some would say, refined - the hard-edged potential of the stock ZRX1100, especially compared to its KZ1000ELR ancestor, the limited-edition (750-unit) road replica of the 140 hp-plus AMA Superbike racer that took Fast Eddie to his brace of titles.

While appealing to the nostalgic tastes of a clientele more concerned with the show than the go, as delivered from Japan with 96 rear-wheel horsepower in a smoothed-out engine package, with more emphasis on low and midrange performance than either its ELR ancestor or the ZX-11/ZZ-R1100/GPZ1100 family its motor is derived from, the stock ZRX1100 is arguably just too competent to genuinely thrill. It merely conveys a rose-tinted reminder of the way it might have been, rather than it actually was. It's much more pastiche than replica. No worries, though, because Rob Muzzy has ridden to the rescue. Who better to do so than the man whose yard-long list of World and AMA Superbike titles won for Kawasaki kicked off with those two early-'80s AMA Championship crowns won by Eddie Lawson?

(Above) Want a tuned-up version of Kawasaki's tuned-down ZRX1100? Rob Muzzy can build you one - the Muzzy Kawasaki ZRX1140.
(Right) Sir Alan puts the Muzzy bike through its paces - somewhere in Oregon.

Even in the shadow of his impending divorce from Kawasaki in terms of running their AMA Superbike team after 20 years on the job, Muzzy's well-established aftermarket performance-parts business continues to focus on making the street-product K-bikes better as well as, often, bigger. Increasingly, this has led to models like the Muzzy Raptor, heavily redeveloped performance packages sold as complete bikes through American Kawasaki dealers or, for foreign buyers, direct from Muzzy's Performance Products, and this range now includes the Muzzy's ZRX1140, representing a showcase for the kind of horsepower that can be purchased right out of the Muzzy's aftermarket catalogue.

Years of experience tuning the ZX-11/ZZR1100 hypersports models, and before that of racing the one-liter air-cooled Superbikes that preceded them, have transferred easily to making the ZRX1100 the bike it ought to be, but, in stock form, isn't. The result is a motorcycle with attitude, that has even more performance than Fast Eddie's Superbike title-winner of a decade and a half ago. So, not a replica either - just bigger and better.

To concoct the bike that reverses the tuned-down approach of the stock ZRX1100, the men at Muzzy's overbore the 76 x 58mm engine by 1mm and stroke it 3mm, to jack up capacity from the original 1052cc to an 1136cc displacement. No substitute for cubes - right? In fact, that's the same engine architecture used in the engine of Muzzy's fuel-injected, nitro-methane-burning, 300-mph, Kawasaki-powered Bonneville streamliner, here applied to a bike that could hardly be more different. Muzzy uses lightweight 77mm forged pistons specially made in the USA to Muzzy's design. They deliver 12.9:1 compression and are in fact not as big a bore as could theoretically have been achieved with this engine. That's because restricting the overbore to just 1mm allows for a thicker, stronger cylinder wall, which retains the stock steel liners and minimizes cylinder distortion. The balance shaft fitted to the in-line four-cylinder ZRX engine as stock is removed, and the hole in the case filled with a neat alloy plug. This liberates a little extra power, at the expense of a corresponding increase in vibration, which you mainly notice through your feet, rather than hands or, to begin with at least, your butt.

The stock crank is polished and knife-edged, fitted with forged connecting rods and rebalanced for the bigger pistons, which are actually lighter than the cast stock ones. All this presumably has helped Muzzy dial out most of the unwanted vibration, which on the tuned bike isn't as noticeable cruising on a freeway as it is on the softer, stock ZXR with balance shaft. Go figure.

In tuning up the DOHC 16-valve liquid-cooled engine - derived from the ZX-11 mileater but softened in stock ZRX guise for improved pickup and extra torque, with lower compression, milder cams, more flywheel weight and smaller 36mm carbs fitted with the K-TRIC system featuring a throttle-position sensor linked to the ignition curve - most work is invested in the cylinder head. This is extensively ported and gas-flowed by none other than Rob Muzzy himself, rather than one of his specialist employees.

"Got to keep my hand in," jokes the mustachioed maestro of making green bikes meaner.

This includes the special five-angle valve job that Muzzy shares with Cosworth as one of the tricks of his trade, creating a revised combustion chamber with greater turbulence, as well as better flow from the stock valves. These are, however, fitted with Muzzy's springs, which must be used with the X-1 cam

grind normally fitted to the ZRX1140, though more-radical X-3 camshafts can be specified for even more top-end power. The X-1 cams give more midrange, though whether that's really something this bike honestly needs is something you're already asking yourself when you climb aboard and crank the starter button.

The 4-2-1 stainless-steel Muzzy's megaphone exhaust issues a satisfying grunt as the engine catches light, a signature tune that changes to the trademark howl of a high-revving in-line four as the revs mount, via the light-action throttle. This comes thanks to the crisp pickup from the 41mm Keihin flatslides (fitted with K&N filters for that retro look), which is aggressive without being sudden, perhaps thanks to the well-chosen ignition curve from the aftermarket Dyna 2000 CDI Muzzy fits to the bike. Despite the serious engine tuning that delivers a claimed 182 hp at the crank, translating to 161 hp at the rear wheel at 11,000 rpm, on 92-octane pump gas (a stunning 70 percent more than stock, peaking at 2500 rpm higher) the Muzzy ZRX pulls very hard from low down, translating to mind-boggling muscle from 8000 revs onward, just where the stock ZRX's torque curve falls off, approaching the 12,200 rpm rev limit.

Peak torque on the Muzzy's monster is 92 ft.-lbs. at 8500 rpm, but it feels like it holds it pretty flat till about 10 grand. However, for some reason, Kawasaki took a page from the Triumph book and left out top gear when ZRXing the ZX-11 engine, presumably because of the stock naked bike's broader spread of power. I don't usually complain about five-speed transmissions on big-engined bikes, because they ought to have enough power and torque to do without a sixth ratio, unless they're shooting for Superbike success. But on the ZRX1140, you do tend to keep hunting for another gear in normal riding, even halfway to redline. I can't explain why, but perhaps it's a function of the choice of ratios. Still, this impressive output is quite enough to get the rear Dunlop D207 going walkabout if you're not careful to (a) get it warmed up first (okay, okay - just looking for an excuse to do burnouts, I admit it) and (b) get the Kawasaki more or less pointing in the right direction.

This is mainly thanks not only to the awesome power on tap, fed through the small-section 170/60-17 rear tire imposed by the stock ZRX1100's skinny 5.00-inch rim, so much as the somewhat-basic retro-style rear-suspension package. Twin shocks are mostly okay for straight-line drag racing with 160-rear wheel horsepower - where the Muzzy ZRX has clocked a 10.28-second quarter-mile, with 138.2 mph terminal speed - but not for going around corners and unleashing the ponies midturn.

That's the case even if the pair of Kayabas fitted to the stock ZRX are impressively multi-adjustable, with a stepped ramp for preload adjustment, and four-position dials for rebound and compression damping. There's obviously no linkage, allowing progressive suspension response when you dial up power to go, so, if you're going to rev it up high, be prepared to hang it all out. The main problem seems to be the rather soft stock suspension setup front and especially rear. It needs tautening up for this sort of poke, so that you feel the bike pogoing back and forth beneath you as you roll down Racer Road, until you get busy with the clicks. Even then, the relatively flimsy-feeling frame doesn't give too much confidence if you try too hard in fast sweepers. This is, somewhat inevitably, a point-and-squirt motorcycle.

The piggyback-reservoir shocks are okay, within the limitations of the rear-end design, but their considerable adjustment for suspension of this kind seems to influence ride quality, rather than compliance or grip. Customers for this nowadays version of The Way It Was (and then some) might want to invest in a set of more-capable shocks than come supplied with the stock pastiche-mode ZRX. Ohlins make nice ones for the twin-shock V-Max and its kin - and then, of course, some Swedish upside-downers would improve the front end, too. And not just in appearance.

The ZRX's 43mm cartridge forks are reasonably okay, but they're designed more for comfort than compliance, and are definitely undersprung for serious scratching. Of course, one cheapskate solution is to try to prevent the front 17-inch wheel's (the real Eddie bikes used 18-inchers, of course) touch down too often, by injudicious use of the throttle hand to provoke the kind of wheelies that are second nature for a bike like this.

However, none of this is the single greatest omission from the Muzzy's parts book for transformation of this retrobike with attitude, because it needs a steering damper about as badly as a Dakar-directed dirt devil needs water when lost in the Sahara. It's a matter of survival! Get hard on the gas exiting a turn aboard the Muzzy ZRX1140, and one of two equally delightful scenarios will inflict themselves on you. Either it pops the front wheel while you're still cranked over, in which case you're faced with the conflicting emotions of being glad that the rear Dunlop gripped well enough to let that happen, coupled with serious concern at having the high-rise handlebars flapping hard in your hands in the birth throes of the sort of tankslapper you'd hoped had gone out with the demise of the Vincent V-twin. Or you've got it up and running in a straight line, and above 8000 rpm you're rewarded with the front wheel lifting in almost any gear, under the heaps of poke delivered by the tuned engine. Okay, very nice - but then hit a bump, or even a freeway joint on a concrete two-lane highway, and be prepared for a vivid reminder of why such a device was invented - even on such a rangy package as the ZRX, with its 1450mm wheelbase, 25-degree head angle and 103mm of trail, none of which exactly makes for a nervous, twitchy motorcycle.

In fact, though it feels tall and skinny thanks to the lack of a fairing, the ZRX is pretty slow-steering - but this is a bike which should come with a warning label: "Riding without a steering damper will seriously damage your health!" - as in mental, and probably physical, too! To be fair to Muzzy, I was the first person outside the company to ride the ZXR. Hence, they were still figuring out how to fit one on it. Now apparently they have, and all customer naked Muzzy rods will come so equipped. Believe me, it's needed: Don't try riding this bike at any sort of pace without one!

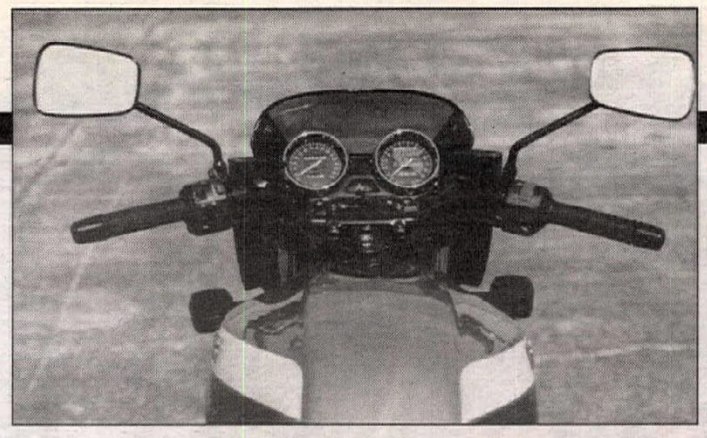
So that was the bad news - now here's more good: Reflecting the single greatest area of improvement in motorcycle design since Fast Eddie won his brace of Superbike titles, the stock six-pot Tokico calipers gripping the Kawasaki's pair of 310mm front discs deliver what in California they term "mondo" stopping power - outstanding braking that any modern Superbike would be happy to own in street guise. There's lots of bite, as well as reasonable modulation, probably thanks as much as anything to the added precision of the Muzzy-supplied, braided stainless-steel, Teflon-lined brake hoses. It's the way the Tokikos haul down a bike weighing 501 pounds with half a tank (2.6 gallons) of fuel that makes you thankful - especially on a bike with such serious performance, even with zero aerodynamic aids beyond the little nose fairing that deflects the minimum of air from your helmet as you crouch over the distinctively striped fuel tank.

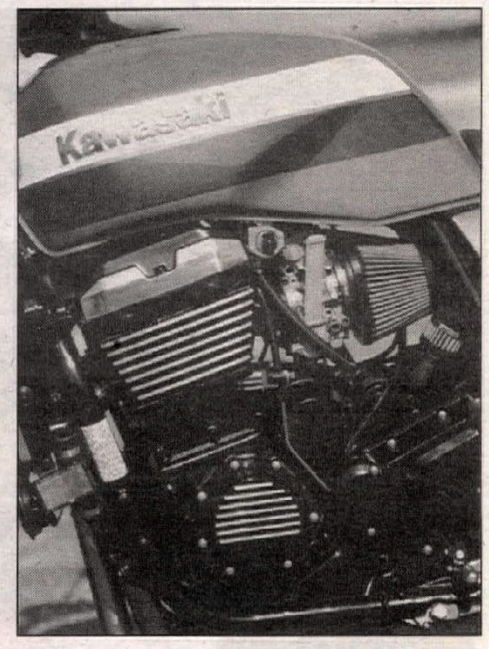
In fact, the ZRX's riding stance is surprisingly rational. The bike feels solid and taut - more than I expected it would. Its handlebars are flat and not too high, and the cut-down rider's section of the dual seat - a trademark of a naked one-liter Superbike - helps prevent the bike seeming quite as tall as it is. But its sloping design pushes you closer to the tank than you'd prefer, and after an hour or so of riding, you notice how thin the padding is. Still, the design does help wedge you in place a little when you crank the throttle - but only a little. The faster you go, the more you're aware of your upper body acting as a windbreak, to the extent that it upsets the steering and makes the bars start to flap a little when you start to go fast. I remember the Real-Eddie Reps used to do the same on me 10 years ago, so nothing's changed.

One thing that *has* changed is our expectation levels. Imagine 20 years ago being able to buy a street-legal motorcycle ready to roll, complete with lights and licensing, that produced 160-plus hp at the rear wheel, yet scaled less than 495 pounds dry - all for the princely sum of $14,750 plus tax. That's what it'll cost for Muzzy's to build you a retro-rod like this, including the $7199 purchase price of the donor bike - a pretty competitive tag for so many pokes.

Want to sign up for a trip down memory lane the way those of us, er, mature enough to have lived the biking life in the 1980s wished it could have been, instead of how it really was? If so, contact Muzzy's Performance Products manager Doug Meyer and tell him Eddie sent you. Meyer can sell you either a works Superbike replica of 20 years ago, brought right up to date and with even more performance - or else the aftermarket parts out of the Muzzy's catalogue to allow you to do it at home with your own ZRX1100.

Back to the future, with the performance of today, it's the best of both worlds! CN





(Above) The cockpit is full retro and thus features the bare minimum - speed and revs.
(Left) The Muzzy bike uses a Kawasaki rear disc, two Kayaba rear shocks and (go figure) a Muzzy exhaust system.
(Right) Muzzy adds 36cc to Kawasaki's powerplant, and he does the cylinder-head tuning work himself. The result is some 161 hp at the rear wheel - 70 percent more than the stock bike.

Muzzy's Kawasaki ZRX1140

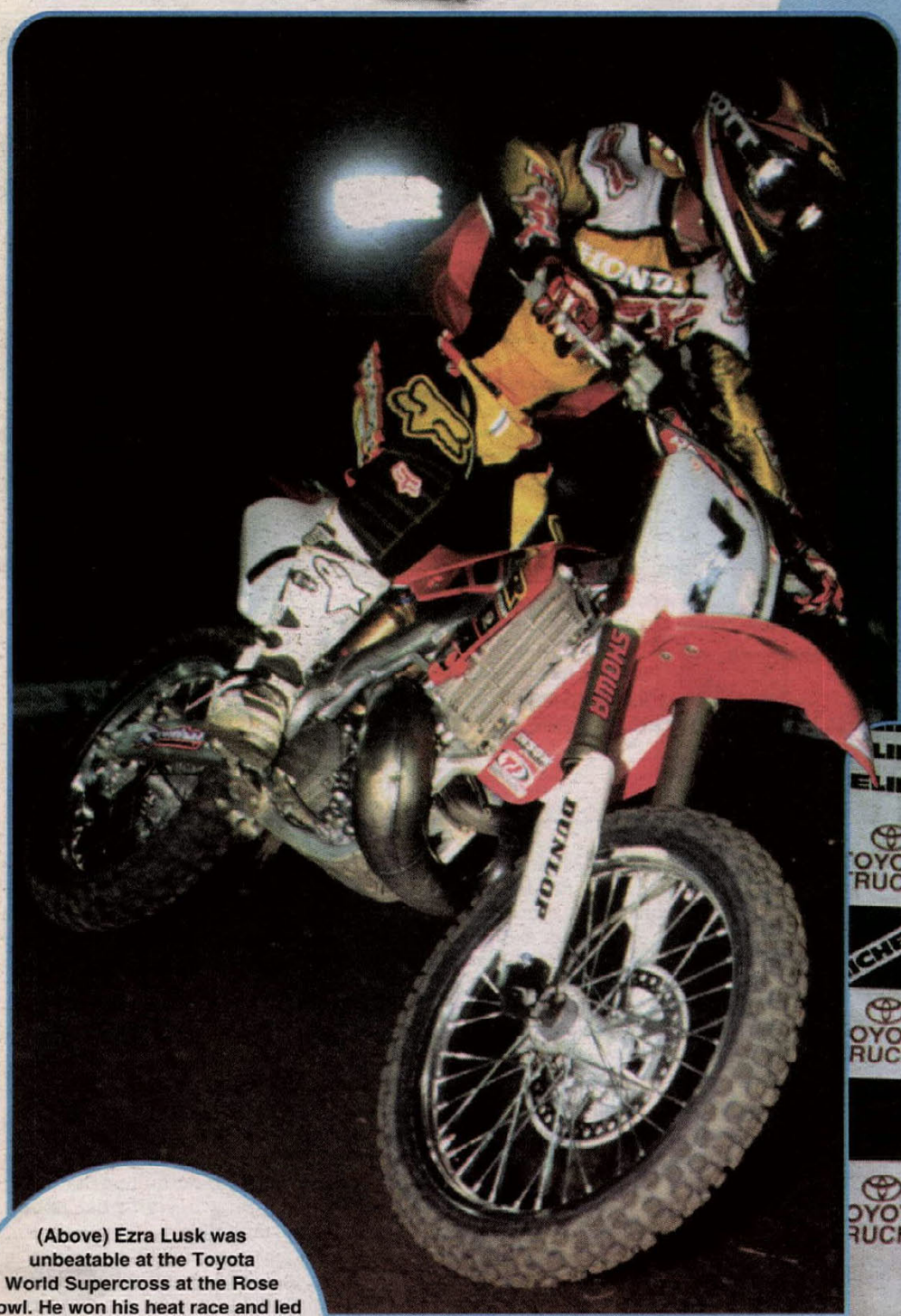
Specifications

Engine	Water-cooled, DOHC, 16-valve transverse in-line four-cylinder four-stroke
Bore & stroke	77 x 61mm
Capacity	1136cc
Output	161 hp @ 11,000 rpm
Torque	92 ft.-lbs. @ 8500 rpm
Compression ratio	12.9:1
Carburetion	(4) 41mm Keihin FCR flatslides
Ignition	Muzzy's Dyna 2000 CDI
Transmission	5-speed
Clutch	Multi-plate, oil-bath
Chassis	Tubular steel duplex cradle frame
Suspension	
Front	43mm Kayaba telescopic fork
Rear	(2) Kayaba shocks with braced-aluminum swingarm
Rake and trail	25°/103mm
Wheelbase	1450mm
Weight	488 pounds (dry)
Seat height	31.6 inches
Fuel capacity	5.2 gallons
Brakes	
Front	(2) 310mm Tokico discs with six-piston Tokico calipers
Rear	(1) 250mm Tokico disc with two-piston caliper
Wheels/Tires	
Front	120/70-17 Dunlop D207 on 3.5-inch wheel
Rear	170/60-17 Dunlop D207 on 5-inch wheel
Top speed	Over 160 mph
Retail price	$12,700 as tested
Manufacturer	Muzzys Performance Products, 62910 Peerless Court, Bend, OR 97701, Phone: 541/385-0706; Fax: 541/382-9406

Round 2: Rose Bowl

FIM SUPERCROSS WORLD CHAMPIONSHIP SERIES

LUSK RULES



(Above) Ezra Lusk was unbeatable at the Toyota World Supercross at the Rose Bowl. He won his heat race and led every lap of the main event. (Right) Lusk, Larry Ward and Jeremy McGrath celebrate on the Rose Bowl rostrum. (Below) Sixteen-year-old Travis Pastrana scored an exciting win in the 125cc support main event.

By Kit Palmer
Photos by Kinney Jones

PASADENA, CA, NOV. 20

For Team Honda's Ezra Lusk, the U.S. round of the three-round FIM Supercross World Championship Series did not hold a lot of significance. After all, Lusk had missed the opening round in France and was not in the title hunt, and since only a few of the top European GP and supercross stars - most of whom are injured - made the long trip to California, the "Us-vs.-Them" rivalry simply did not pan out. The one thing that Lusk did prove at the Speed-vision-produced Toyota World Supercross at the Rose Bowl, however, is that whenever he gets on a motorcycle, he gives it his all, because pride is always on the line.

The win also provided a good indication as to where Lusk, his tuner Mike Gosselaar and his race bike stand in preparation for next year's AMA/EA Sports Supercross Series.

"Mostly it [winning the Rose Bowl race] means getting more time on the bike and getting it working the best we can," Lusk said. "It definitely is a confidence booster."

For all intents and purposes, Lusk ruled the racing on a cool and cloudy day in Pasadena. The Georgian clicked off the fastest time (41.419 seconds) around the tight Rose Bowl track during practice, came out on top of the first heat race, and then led from start to finish in the 20-lap main event. He really could not have performed any better, but he probably would have liked a little more breathing room over the second-place rider, Larry Ward.

"I got the start and Larry [Ward] came in a little hot on the

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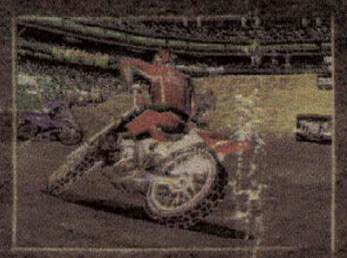
as it is a measuring stick.



Top Riders Including . . .

- Albertyn
- Button
- Dowd
- Emig
- Ferry
- Henry
- Huffman
- Hughes
- Johnson
- Lamson
- LaRocco
- Lusk
- Lytle
- Pichon
- Tortelli
- Ward
- Windham

Supercross/Motocross Tracks

- Glen Helen Raceway
- Spring Creek Motocross Park
- Washougal Motocross Park
- Unadilla Valley
- Dodds Creek Motocross Park
- Kemworthy Motocross Park
- High Point Raceway
- Southwick MX 338
- Hangtown Raceway
- Steel City Raceway
- Broome-Tioga Sports Center
- Red Bud Track N Trail
- Qualcomm
- Bank One Ballpark
- Sam Boyd Stadium
- Metrodome
- Astrodome
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- Pontiac Silverdome
- Raymond James Stadium
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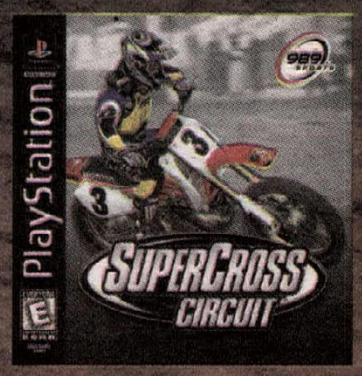

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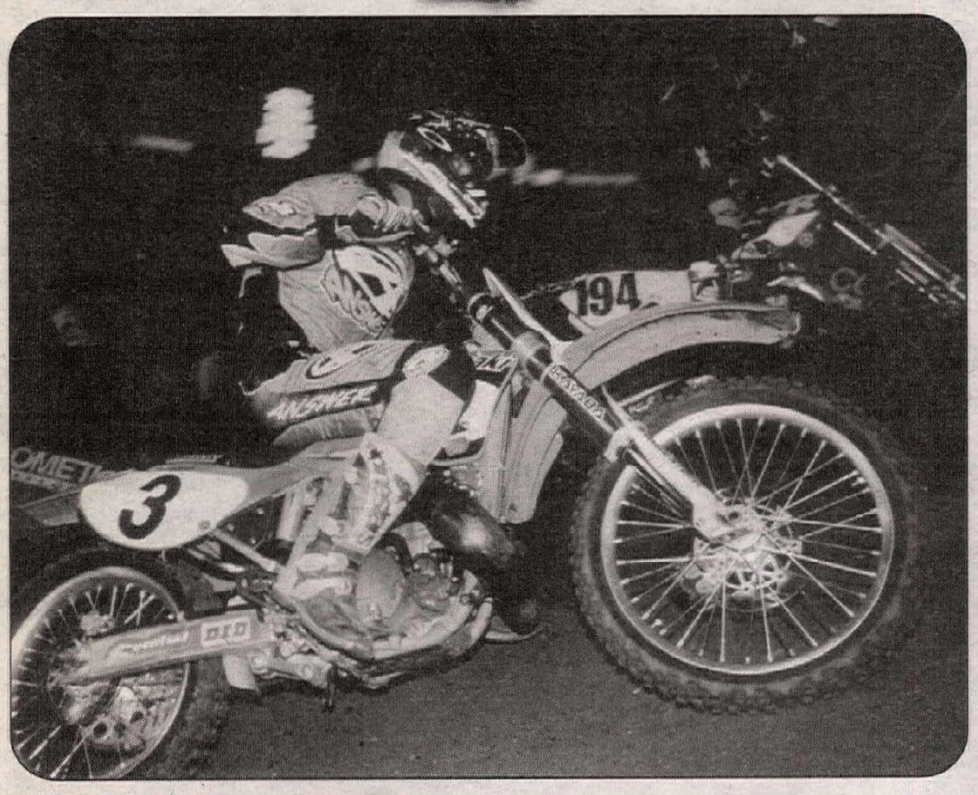


(Above) Larry Ward made his Kawasaki debut at the Toyota World Supercross, and he did well. Ward chased Lusk to the end and finished a close second. (Below) McGrath could not recover from a sixth-place start, but he did top out in third.

inside," Lusk said of the main event. "Larry was right there, but I never looked back to see who was in second. I thought it was Jeremy at first, so I knew I had to be as perfect as possible. I just rode as fast as I could, as long as I could. Then I got to the lappers and saw it was Larry there behind me. I was a little bit more comfortable with Larry being back there. I could hear a bike behind me and see him out of the corner of my eye. I changed my lines a bunch of times because the track was changing - it was getting slick, the whoops were getting worn out, and I was trying to go different places, trying to get my lap times down."

Ward, who was making his debut on the factory-backed Kawasaki, was always a threat to Lusk. At times, Ward would close in on the Honda rider, only to have Lusk click it up another notch or two and open up a few bike lengths on him.

"The first half of the race I was thinking, 'Okay, follow Ezra, don't let him get too far away,'" Ward said. "I then made some mistakes about the 12th lap, and he got a little bit of a gap on me."

Ward made one last-ditch effort to catch Lusk late in the race but ended up having to watch the Honda rider take the checkered flag right in front of him.

"The last three laps, I was thinking nothing but getting him," Ward said. "Even the last lap I got real close. He [Lusk] said that his heart rate was racing, he said he knew I was there. I thought maybe I started going faster, but I think he was just slowing down a little bit.

"I'm just happy, because all the guys at Kawasaki have treated me so well," Ward added. "They've been working so hard the first three weeks, I wanted to come here and I wanted to win. But just to be on the podium... I know everyone wasn't here, but Jeremy and Ezra have been first and second the past few years in the series, so they're the main players. But I put in a good, solid 20 laps."

Finishing third to Lusk and Ward was six-time AMA Supercross Champion Jeremy McGrath on the Mazda/1-800-COLLECT/Chaparral Yamaha. McGrath knew that getting a good start in the main event on the tight Rose Bowl track would be all-important, but after locking handlebars with Frenchman David Vuillemin down the start chute, that good start would not be possible.

Instead, McGrath rounded the first couple of turns in sixth place, and by the time he clawed and scratched his way into third, he simply could not make up the time that he had given away to the two riders ahead of him, but he still finished just a few seconds behind Ward.

"The track was a such a slow-pace-time track that if you got a good start you were good, if you didn't, you weren't good," McGrath reasoned. "I think that even Ezra, when he got out in front, was riding the track as hard as he could. I gained on him a little bit in the middle there, but any harder, it would've been dangerous. I had a few good laps, but the way the track was today, I don't think it [the outcome] was a very good gauge [for next year], but we'll see."

McGrath described the first few laps. "I was sticking right behind Larry Ward, and he got past Emig a little quicker than I did," McGrath said. "It took me about two laps to get by him. I passed him through the whoops, and then he got me, and then I passed him again. All in all, I'm not mad at the way I rode. I know, right now, that I'm riding really good. If we started tomorrow [in the AMA Supercross Series] I'd be ready."

Perhaps the one rider that the Rose Bowl Supercross meant most to was the rider who finished fourth, Vuillemin. Now riding for Team Yamaha USA, Vuillemin kept his Supercross World Championship Series points lead intact with a solid finish, and with just one round left in the series a week later in Germany, Vuillemin enjoys a modest seven-point lead over Jeff Emig. The winner of the series gets to pocket the largest portion of the $1 million purse that comes with being the World Supercross Champion.

Vuillemin, the winner of the opening round in France, started the race off in fifth, moved into fourth on the fifth lap and stayed there the rest of the way, finishing more than a full straightaway behind McGrath.

"Actually, I was just happy to ride today," Vuillemin said. "I had a problem with my knee on Thursday. I missed the kickstarter [lever] when I went to start my bike and I poked my knee real bad. I went to see the doctor yesterday to take the fluid out of my knee. I was worried Thursday that I couldn't ride.

"But in the main, it went well," Vuillemin went on to say. "Off the start I was second to Ezra and I just made a big mistake on the first lap and Ward and Emig passed me, then Jeremy passed me. I then passed Emig easy, which was kind of a surprise because Emig is usually hard to pass. I followed Jeremy for a while, but I just made some mistakes. Maybe I chose a tire too soft. I just wasn't good on this track. Ezra, Larry and Jeremy were riding really fast, and to beat these guys you have to

Downtime

A surprisingly low turnout of riders dramatically altered the day's racing schedule. Only 18 250cc riders signed up to do battle, which technically wasn't enough riders to necessitate elimination heat races. But, as they say, the show must go on, so the standard two-heat, two-semi and one Last Chance Qualifier format was modified to just one heat and one semi, which ultimately cut out three races from the original schedule.

The first heat race automatically seated the first four riders, while the remaining 14 riders would race for starting picks in the semi. (All riders would transfer.) Unfortunately, this change in format resulted in two major drawbacks: heat races that were for the most part meaningless and lacked intensity, and too much down time during the day's program. From the beginning of opening ceremonies to the wave of the checkered flag - about a three-hour span - fans saw roughly an hour's worth of racing, and that was including the 125cc support races. Also, despite the fact that a wooden ramp was set up, the freestyle competition never took place. Rain earlier in the morning prevented the freestyle riders from practicing, and the rain also left the landing ramp too slippery and unsafe. As a result, they chose not to perform.

Hello, hello...?

PHOTO BY STEVE BRUHN

Not only did few riders turn out for the race, but there was also a lack of spectators. Speedvision claims that 24,500 spectators came to the Rose Bowl, but some might question that number. Unfortunately, in a stadium that has a capacity of well over 100,000...well, you might say the place looked empty.

Why the seemingly low turnout? Perhaps it was because one of the biggest football games (USC and UCLA) in Southern California was being played roughly 25 miles away at the Los Angeles Memorial Coliseum, or that the weather was gloomy, or that many of the top European riders, such as Stefan Everts, Alessio Chiodi and Frederic Bolley, to name a few, had already announced they were not going to ride (as well as a number of top American riders), or that since the race was being held during the day (a Rose Bowl requirement) rather than in the evening, many people were stuck at work, or that at one time earlier in the year, rumors were floating around that the Rose Bowl Supercross was canceled, or that the Brazilian round of the series was canceled. Plus, the Summercross race at the L.A. Coliseum, which drew only about 10,000 spectators a few months earlier, was, perhaps, still on people's mind.

Most likely it was combination of "all of the above" that killed attendance. Many agreed, however, that the Speedvision-produced event was a good show, despite all the factors going against it.

"This time of the season I don't think is that good for events over here [California]," McGrath said. "Everyone goes [to races] throughout the year, everyone is kind of getting cooled off, it's kind of bundle-up time. You know, there was a giant football game today at the Coliseum, so they kind of need to work their dates a little better. Or, they need to have it not in California, because everyone back East is into it. There's too much going on out here."

As far as the World Supercross Series, McGrath said, "I'm excited to have a different series, because I don't race in the summer, so it's a great series for me. If we can get some momentum behind the series, I'd think it would be good. It could be good if they can get the ball rolling."

There was talk in the pits that the race might be held at Dodger Stadium next year.

be 100 percent. I have the points lead in the series and that's good."

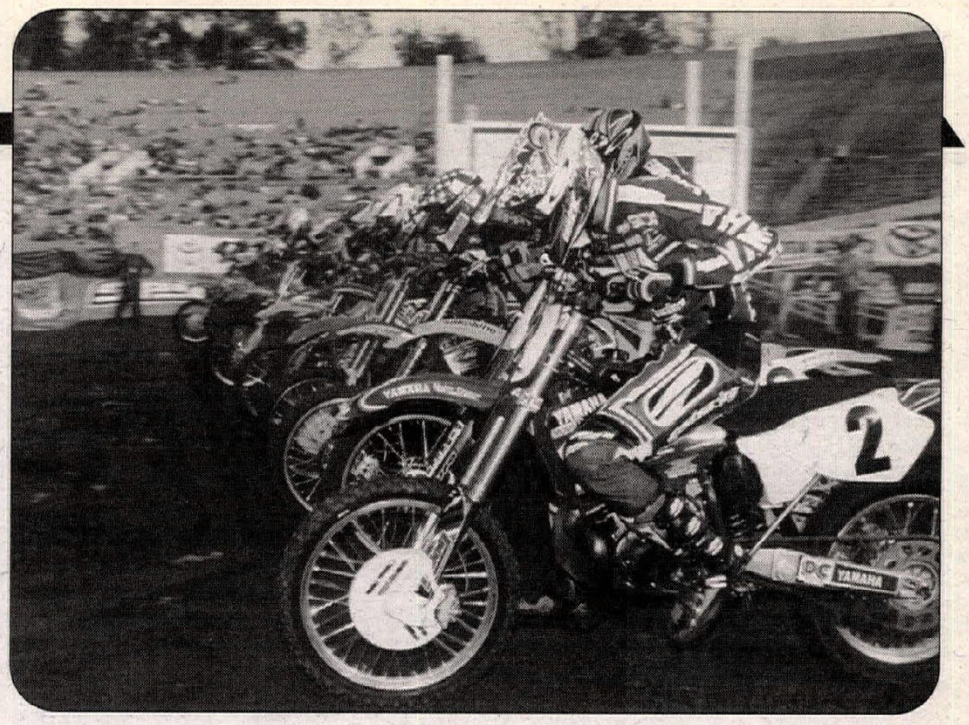
A frustrated Emig took fifth. He had a chance to gain some points on Vuillemin after jumping out to a second-place start, and with Vuillemin running in fifth at the time, the Yamaha rider stood a chance of catching the Frenchman for the series lead. Instead, Emig failed to capitalize on the situation, unable to maintain the steady and fast pace set by Lusk, Ward, McGrath and Vuillemin.

"Practice and everything was really good," Emig said. "But I made a lot of mistakes and I was just really choppy in the main. I just did not flow like I wanted to, so it was a little disappointing. But all in all it was an all right weekend."

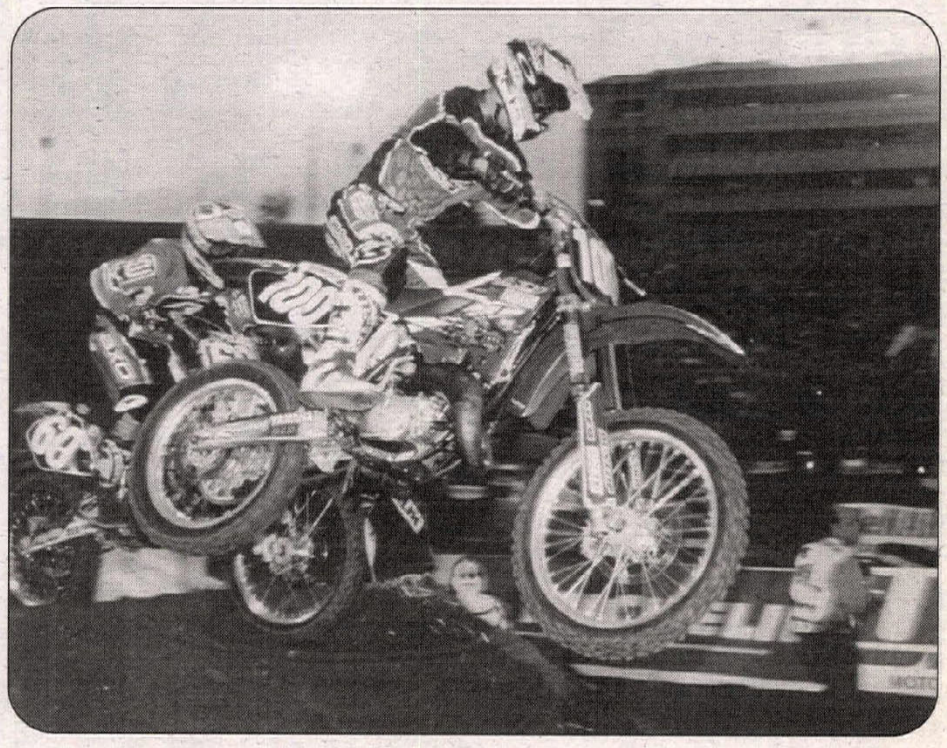
Competing in only his third supercross of the year, GP star Ryan Hughes was content with his sixth-place finish. He only managed to advance one position throughout the race, but a sixth was okay with him. Hughes withstood late-race challenges by Mike LaRocco, who was hampered by a 10th-place start.

"I was up there, I was probably fifth or sixth," Hughes said. "I thought I was riding good, I mean, for not riding supercross. This was my third time [on a supercross track] all year. Since Vegas I haven't set foot on a supercross track. They [Honda] said, 'Hey, just race this bike,' so I didn't do testing or anything, so I was pretty happy the way I rode. I didn't really expect much from myself. But I think I can ride supercross better now than when I left. Hey, I beat a lot of good guys. Maybe 2001 I can come back; we'll see what happens."

Rounding out the top 10 were Team Honda's Sebastien Tortelli and Suzuki riders Mickael Pichon and Damon Huffman. Huffman took a header only a few turns into the race and trailed the small 18-rider field after the first lap.



(Above) French rider David Vuillemin was the top European rider in fourth, place. He still left the Rose Bowl with the World Supercross points lead. (Below) Ernesto Fonseca (100) and David Pingree (60) were in the hunt for the 125cc support-class win.



Brock Sellards put his FMF Honda into the number-11 position, just ahead of Canadian Jean-Sebastien Roy. French rider Mathieu Lolloz edged out Takeshi Koikeda for 11th, while American Billy Binkley, French riders Pierrick Paget and Nicolas Charlier, and Lance Smail completed the 18-rider field.

125cc SUPPORT

Luckily, the 125cc support class saved the day. Enough riders participated to make the two heat races and LCQ meaningful, and much of the racing was downright good. When it was all over, Team Suzuki's newest recruit, Travis Pastrana, from Annapolis, Maryland, scored an exciting win in what was only his second race as a professional and the first as a professional on a 125.

The win, however, didn't come easily for the young star. After finishing second to Primal Impulse Suzuki rider David Pingree in the first heat race, he found himself in the same situation in the 16-lap feature - chasing Pingree for the lead. But Pastrana had no intention of settling for the same result.

At first, Pastrana played it safe, studying Pingree's lines and riding smoothly, but when he caught wind that Eastern Regional 125cc Supercross Champion Ernesto Fonseca, on the Yamaha of Troy YZ125, was rapidly making his way up through the pack, it was suddenly time to start taking chances. Pastrana picked up his pace and began sticking his front wheel next to Pingree's rear wheel, but Pingree was holding his own. At one point, Pastrana executed a slick block pass on Pingree and scooted into the lead, but a lap later he would experience a horrible lap. Three big bobbles put him back into second place, with Fonseca now right behind him.

Instead of panicking, Pastrana took a deep breath, regrouped and again went after Pingree. On the 10th lap, Pastrana railed the outside of a bowl-type berm and slingshotted into the lead. Moments later, it was Pingree's turn to make a mistake, a mistake that would cost him second place to Fonseca.

With six laps to go, the supercross rookie had to fend off a supercross champion, but Pastrana seemed up to the challenge. The Suzuki rider never gave an inch and showed Fonseca the fast way around the track - though, at one point, Fonseca pulled right up next to Pastrana when the Suzuki rider swapped in the whoops. But Pastrana clung on to his small lead.

With the white flag nearly in sight, lappers started becoming a factor, but both riders managed to get through unscathed. Just when it looked as though this race was going to come down to the wire, Fonseca charged a little too hard into a whoop section and got pitched off his bike. The Costa Rican, however, never let go of the handlebars and ran alongside his out-of-control motorcycle until he could find his rhythm again and literally jump back on his bike. This "ride-'em-cowboy" stunt cost him any chance he had of catching Pastrana, who went on to take the exciting win. Fonseca scored an

Emig set to start own team

It appears that former AMA Supercross, and 125 and 250cc National Motocross Champion Jeff Emig will form his own racing team for the year 2000, according to Tony Strangio, who will act as the team's Manager.

"Basically, what's been inked is that we have a deal with The Edge Sports.com for this race at the Rose Bowl," Strangio said, "and we're really close, 90 percent finished on doing a deal for the year 2000. FMF, we've already signed with them, that's a done deal; they're going to be our secondary sponsor for the year 2000. We've also [signed] with Maxima, Bridgestone and all of Jeff's other sponsors. White Brothers will be another big help of ours for the year 2000. Basically, the Edge deal will be completed by the end of next week."

Strangio went on to say, "The way this is working is that this is Jeff Emig's team. Right now, we think it's going to be called Strategic 3, because Jeff's number next year is 3, and it's three of us involved in the team: Jeff Emig, Tim Dixon and myself. We're all partners in the team, and The Edge Sports is going to be the title sponsor."

When asked if the team had any plans to hire another rider, Strangio said, "Possibly; we're actually working on that."

Strangio also said that the team will operate out of a full-scale semi-hauler, just like all of the factory teams do.

"Things are getting ironed with The Edge Sports.com," Emig said, "and we can get to work on our race team. I'll be the owner, along with Dixon and Tony, and we'll start from there. We'll buy a tractor-trailer, get some graphics on it, some team gear and go racing. We'll pick up a lot of stuff along the way; eventually we'll build a race shop and stuff like that. It's just all things that take time. I'm happy now."

Dowd - new colors

John Dowd made his first public appearance at the Pasadena Rose Bowl as a member of Team Kawasaki, but the former Western Regional 125cc Supercross Champion did not suit up. Instead, the longtime Team Yamaha rider spent the day hanging out in the pits, signing autographs and taking it easy.

"I had surgery on my arms a little while back for carpal tunnel syndrome, so I just haven't been riding too much," Dowd explained. "I rode a little bit back at home, and I was actually kind of planning on racing [at Pasadena], but I crashed pretty good right before I came out here. I broke a couple of ribs and cut myself, too - in kind of an embarrassing spot. Between not having ridden, injuries and not really having a lot of time on the bike, we figured it wasn't a good idea to come and try to race."

Dowd took delivery of his new Kawasaki race bike just three weeks ago.

"The first week I was riding it [the Kawasaki], I was fresh off my surgery, so I was kind of putting around, trail riding a little bit. I really haven't had any hard time on it, motoing, or anything. I came out earlier this week and we got going with a little bit of testing. I don't really feel like I'm ready to race here, not so much with the bike but just with myself physically. I feel like I would like to have more time on the bike."

Dowd said he doesn't foresee any problems adjusting to the Kawasaki.

"So far I'm really happy with it," he said. "I made some quick changes - handlebar height and this and that - but for the most part I'm pretty comfortable. I like it. I have never seemed to have a hard time switching around. I guess I'm not that fussy with the little things. I'm hoping I'll have an easy time with the changeover.

"One thing for sure is kind of strange, and that's having green jackets and stuff," Dowd joked. "Yamaha was always blue; I never had anything green before, so it was kind of hard to actually pack my clothes to come out here for this week to come testing, because everything in my closet is Yamaha stuff. It's going to be a little different, but I'm excited about the change."

Dowd also said that he still has a good relationship with his former employer, Yamaha.

"There's no hard feelings with anybody," Dowd said. "I was already over there [at the Yamaha pits] today, talking with them guys, it's so great between us. I'm happy about that. They're a great bunch of guys and still a good bunch of friends. I'm sure I'll still stop by and say Hi to them all through the year. But it's really great here [at Kawasaki], too. I think we're all going to get along."

Team Kawasaki is somewhat unique in that their team is made up of two veteran riders - Dowd and Larry Ward - and one of the youngest up-and-coming stars - Ricky Carmichael.

"I think it's [the age difference] is good," Dowd said. "Ricky is the young guy full of fire, so as far as riding, I think it's going to be good for me to be around him, and Larry, too. Perhaps Ricky can learn something from us, too."

Everts in the house

Four-time World Motocross Champion Stefan Everts, who was originally scheduled to compete at the Rose Bowl but withdrew his entry a few weeks before the race, was at least a spectator for the race. The friendly Belgian blamed a sore back for his decision not to ride.

"I was having problems with my back already at Budds Creek [September], that's when it started," Everts said. "September was the month for my comeback after my [knee] injury. [Everts injured his knee back in March, prior to the opening round of the '99 250cc GP season.] My back was completely out of balance because of my knee. I was using my good leg too much, and one side of my back muscles got so strong that the other side was too weak, and everything just got out of balance. I decided to quit racing for [the rest of] this year. It's now a lot better."

Everts managed to combine the U.S. World Supercross round with a short vacation.

"This month I was taking off, having a holiday, enjoying life a little bit," Everts said. "And when I get back home, I will start training. Once a year, I come out here and go visit my friends and sponsors for a week, sometimes two weeks. But this time I don't have so much time, because I have to test the new bike. It's worked out really great to come here and see the race and show my face. I'm flying home tonight."

It is already common knowledge that Everts has left Honda for Husqvarna for the 2000 season. Everts is also switching to the 500cc class and will ride a four-stroke-powered Husky.

"I'm really happy with my change," Everts said. "I've been looking at going to the 500cc class for many years. I was planning on doing one more year in the 250cc class, then go up to the 500s, but the circumstances were so different that I had to make the choice [to move to the 500cc class for 2000]. I'm happy, the factory is behind me, but what's really important is that I have L&M [and] Radson, and were going to have Red Bull on the team, so we have the main sponsors who were behind us in the past that are going to follow us, and that's also an important thing for me."

Everts said that the transition from a 250cc two-stroke to a Open-class four-stroke should not be too difficult.

"I went to test the bike in August, just ride it, and I did maybe six or seven laps, and I said, 'Okay, I know enough.' I got used to it, like, in one lap. I have a very good feeling to adjust myself to a bike; it shouldn't be a problem, not at all."

And what are the chances of Everts competing more in the United States in the future? "Hopefully, I can continue doing some more [races] here in the States. I hope to come back one year and ride some more Nationals with Husky, probably not next year, but I hope the year after."

Jeff Emig ran as high as second before slipping back to fifth, where he finished. With one round left in the series, Emig is only seven points behind Vuillemin in the title chase. Because of zoning requirements, the Pasadena race was held during daylight hours.

impressive second place after getting off to a seventh-place start. Despite going down late in the race, Pingree held on to finish third ahead of Suzuki rider Tyler Evans, who had earlier in the day won the second 125cc heat race.

Fifth place went to FMF/Honda's Danny Smith, followed by Honda-mounted Isaiah Johnson, SplitFire/Pro Circuit/Kawasaki's Nick Wey and Suzuki rider Travis Preston.

"It's [the win] so exciting," said a very happy Pastrana from the Suzuki pits. "I got a great start - top five - and got a couple of breaks in the first couple of corners. I was second to Pingree, who was riding a really, really smart race, staying consistent, and I was using up the whole track, kind of going all over the place.

"I made quite a few [mistakes] in a row when I was following Pingree pretty close," Pastrana said of the one bad lap. "The first couple of laps, I just kind of settled in, then I started losing a little bit of ground. After I realized, 'Hey, I really need to pick this up,' I caught up to him. Right before I passed him [Pingree], I made a couple of mistakes and saw Ernesto coming up and said, 'I can't sit here anymore, I need to make something happen.' It was really hard for me to get out of the groove I was riding in. Whenever I tried to go a little faster, I'd hit stuff differently. I hit a couple of hay bales and ran off the track a couple of times, but it all came out in the end. I am just so happy."

"I've got to work on my starts," Fonseca said. "I made a mistake on the last lap, which knocked the wind out of me."

Pingree was rightfully pleased with his third-place ride.

"It started off great," Pingree said. "I had a couple of mistakes there towards the middle. I was actually starting to break away from Travis, and there was this little step-up jump that I missed two laps in a row, and that was it, he closed right up on me. I lost a lot of time.

"Then once we started battling, it was hard to ride my own line," Pingree added. "Once he [Fonseca] got in the mix, it was even more tight racing. It was a fun race, it was good. It didn't come out quite the way I wanted, but I know I've got the speed - get rid of a few mistakes and I'll be ready.

"The track was actually really fun," Pingree added. "It was one of the funnest tracks I've ridden in a long time. We used this race as a test of how bikes are, and we're way ahead of the game." **CN**

Rose Bowl
Pasadena, California
Results: November 20, 1999
(Round 2 of 3)

250 HEAT 1 (1-4 transfer to main): 1. Ezra Lusk (Hon); 2. David Vuillemin (Yam); 3. Jeremy McGrath (Yam); 4. Jeff Emig (Yam); 5. Sebastien Tortelli (Hon); 6. Damon Huffman (Suz); 7. Ryan Hughes (Hon); 8. Larry Ward (Kaw); 9. Mike LaRocco (Hon); 10. Jean-Sebastien Roy (Hon); 11. Brock Sellards (Hon); 12. Mickael Pichon (Suz); 13. Nicolas Charlier (Kaw); 14. Pierrick Paget (Hon); 15. Lance Smail (Suz); 16. Takeshi Koikeda (Yam); 17. Billy Binckley (Yam); 18. Mathieu Lalloz (Yam).

250 SEMI (1-14 transfer to main): 1. Larry Ward (Kaw); 2. Brock Sellards (Hon); 3. Mike LaRocco (Hon); 4. Mickael Pichon (Suz); 5. Ryan Hughes (Hon); 6. Sebastien Tortelli (Hon); 7. Damon Huffman (Suz); 8. Pierrick Paget (Hon); 9. Jean-Sebastien Roy (Hon); 10. Mathieu Lalloz (Yam); 11. Takeshi Koikeda (Yam); 12. Lance Smail (Suz); 13. Nicolas Charlier (Kaw); 14. Billy Binckley (Yam).

250 MAIN (20 laps, 18 riders): 1. Ezra Lusk (Hon); 2. Larry Ward (Kaw); 3. Jeremy McGrath (Yam); 4. David Vuillemin (Yam); 5. Jeff Emig (Yam); 6. Ryan Hughes (Hon); 7. Mike LaRocco (Hon); 8. Sebastien Tortelli (Hon); 9. Mickael Pichon (Suz); 10. Damon Huffman (Suz); 11. Brock Sellards (Hon); 12. Jean-Sebastien Roy (Hon); 13. Mathieu Lalloz (Yam); 14. Takeshi Koikeda (Yam); 15. Billy Binckley (Yam); 16. Pierrick Paget (Hon); 17. Nicolas Charlier (Kaw); 18. Lance Smail (Suz).

FIM SUPERCROSS WOLD CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 3 rounds): 1. David Vuillemin (33/1 win); 2. Jeff Emig (26); 3. Mickael Pichon (24); 4. Ezra Lusk (20/1); 5. Sebastien Tortelli (19); 6. Larry Ward (17); 7. Jeremy McGrath (15); 8. Steve Lamson (13); 9. Mathieu Lalloz (12); 10. (TIE) Ryan Hughes/Thierry Bethys/Jean-Sebastien Roy (10); 13. Mike LaRocco (9); 14. Anthony Josselin (8); 15. Nicolas Charlier (7); 16. Damon Huffman (6); 17. (TIE) Brock Sellards/Serge Guidetty (5); 19. Pierrick Paget (4); 20. Jerome Hemery (3); 21. (TIE) Takeshi Koikeda/Xavier Fabre (2); 23. (TIE) Billy Binkley/Federic Vialle (1).

125 HEAT 1 (1-6 transfer to main): 1. David Pingree (Suz); 2. Travis Pastrana (Suz); 3. Nick Wey (Kaw); 4. Ernesto Fonseca (Yam); 5. Matt Walker (Hon); 6. Ryan Clark (Suz); 7. Tallon Vohland (Kaw); 8. Doug Parsons (Suz); 9. Ronnie Clark; 10. Jason Dubin; 11. Dax Kastrin.

125 HEAT 2 (1-6 transfer to main): 1. Tyler Evans (Suz); 2. Isaiah Johnson (Hon); 3. Danny smith (Hon); 4. Christopher Gosselaar (Hon); 5. Donald Upton (Hon); 6. Keith Johnson (Kaw); 7. Casey Lytle (Hon); 8. Saniel Blair; 9. Jason McCormick (Hon); 10. Robbie Skaggs (Hus); 11. Travis Preston (Suz).

125 LCQ (1-4 transfer to main): 1. Jason McCormick (Hon); 2. Tallon Vohland (Kaw); 3. Casey Lytle (Hon); 4. Travis Preston (Suz); 5. Robbie Skaggs (Hus); 6. Saniel Blair; 7. Doug Parsons (Suz); 8. Dax Kastrin; 9. Ronnie Clark; 10. Jason Dubin.

125 MAIN (16 riders, 16 laps): 1. Travis Pastrana (Suz); 2. Ernesto Fonseca (Yam); 3. David Pingree (Suz); 4. Tyler Evans (Suz); 5. Danny Smith (Hon); 6. Isaiah Johnson (Hon); 7. Nick Wey (Kaw); 8. Travis Preston (Suz); 9. Christopher Gosselaar (Hon); 10. Donald Upton (Hon); 11. Keith Johnson (Kaw); 12. Tallon Vohland (Kaw); 13. Ryan Clark (Suz); 14. Casey Lytle (Hon); 15. Jason McCormick (Hon); 16. Matt Walker (Hon).

Upcoming Round:
Round 3 - Lepzig, Germany, November 27

Briefly...

Team Kawasaki's **Rick Carmichael** had surgery during the week prior to the Rose Bowl Supercross to have a plate attached to his broken collarbone. Carmichael, who was scheduled to race the U.S. round of the World Supercross Series, broke the collarbone at the Bercy Supercross in Paris, France, the previous weekend. According to Kawasaki team manger Bruce Stjernstrom, the surgery went well and Carmichael should be 100-percent healed for the opening round of the AMA/EA Sports Supercross Series in Anaheim, California, January 8.

More no-shows: Steve Lamson was scheduled to compete at the Rose Bowl, but the two-time 125cc National MX Champion reportedly suffered a broken ankle while racing at the Elsinore Grand Prix the previous week. Chaparral/Yamaha's Tim Ferry was also sidelined with injuries following a mishap while practicing near his home in Florida. Ferry still made an appearance, hanging out with fans and signing autographs.

Speaking of Team Kawasaki, **Larry Ward** was making his debut as a factory Kawasaki rider. "I was a little nervous the first practice and pumped up a little," Ward said of his day. "I won the semi and came out in the main real good. I felt comfortable on the bike. Emig and Vuillemin got by me on the start, but I passed both of them guys back, and they've been riding well - Vuillemin won the first World Supercross round, Emig won the U.S. Open. I rode good for my first race on the Kawasaki."

Despite winning the first professional 125cc supercross race that he's ever ridden, 16-year-old **Travis Pastrana** says he still has a lot to work on. "I have a lot to work on for next year, but I think this is a great start to win against guys like Ernesto [Fonseca]," the Team Suzuki rider said. "My bike is great, I feel like I'm in the best shape of my life, but I still need to get up a little bit [on the bike]. I've got to work on keeping my head up like McGrath, who is the best at it. Just keep your head in front of the crossbar pads, that way you always have control. I'm all over the place. I felt like I did every lap pretty strong, wasn't too winded at the end of the moto."

Like most of the American riders who competed at the Rose Bowl, Team Honda's Ezra Lusk used the event as a "test race" for their **new Honda CR250s** for the upcoming AMA/EA Sports Supercross Series and outdoor Nationals. "We're just putting as much time on the new bike as we can," Lusk said following his main-event win. "The 2000 [Honda CR250] is new from the ground up, and we feel like we have a winner this time. The perimeter frame when it first came out was pretty tough, a little hard to handle, and we think we split a good difference between that and the normal '96 bike. Hopefully, it's going to prove that Honda can get back on top. We just got to have the rider focused and be as strong as possible."

Not only did **Ezra Lusk** set the fastest qualifying time, win the first heat race and the main event, but he also nabbed the holeshot in the feature. For nailing the holeshot, Lusk was awarded a very cool **Schwinn 4 Banger** mountain bike - ironic, since he's sponsored by Specialized. It certainly was a very good day for Lusk. "After Paris last week [where Lusk finished fourth], I was a little disappointed," Lusk said. "I wanted to come back to redeem myself."

Team Honda's **Kevin Windham** was a no-show at the Rose Bowl. With a full schedule of testing on his plate following the Thanksgiving holiday, Windham decided to stay home in Louisiana and spend time with his family before heading out to California in early December.

The **SplitFire/Pro Circuit/Kawasaki** team was working out of a single box van at Pasadena. According to team manager Mitch Payton, their tractor-trailer was being modified for new cabinets and was unavailable for the race. Two of the team's four riders competed in the 125cc class, Nick Wey finished seventh and Tallon Vohland 12th.

Ryan Hughes was running some extra hardware on his Honda CR250 for much of the day. Honda has been experimenting with some data-acquisition equipment lately, and they used Ryno as a guinea pig in Pasadena. The most visible of the parts was a rod mounted to the right front fork (the number plate had a bulge to accommodate it), but for a while, Hughes was also carrying equipment in a back-mounted drinking system, and he had wire duct-taped to his leg.

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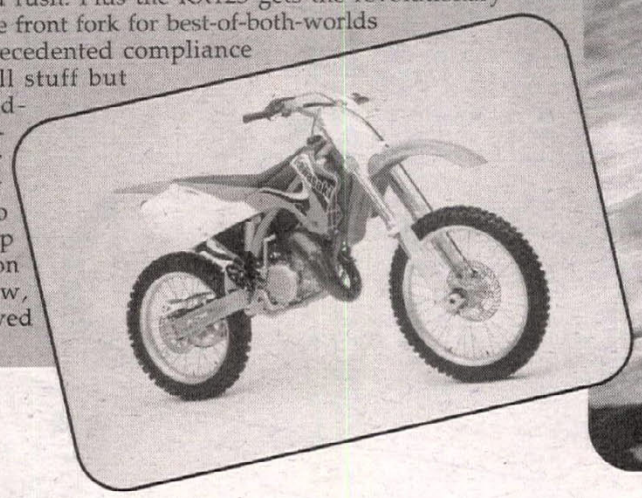

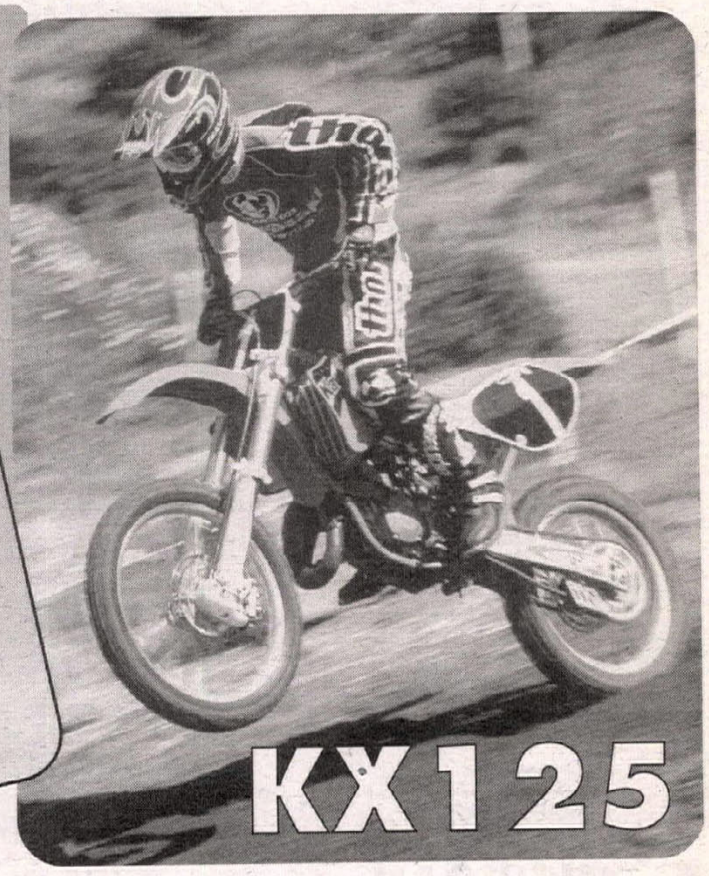

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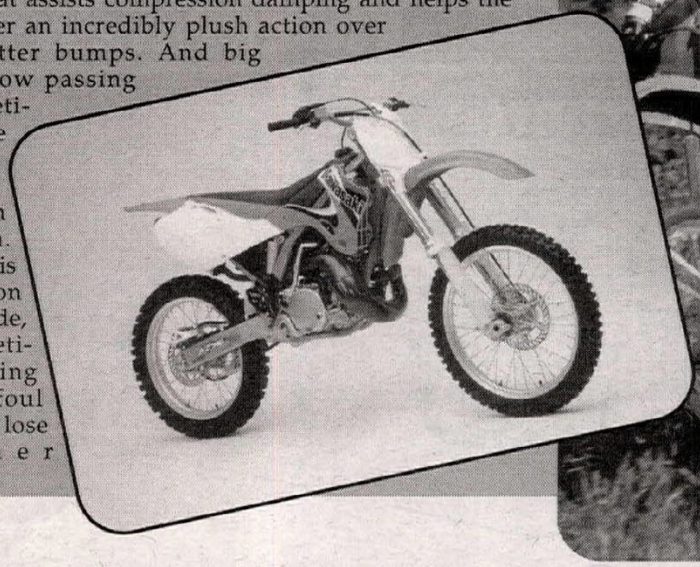

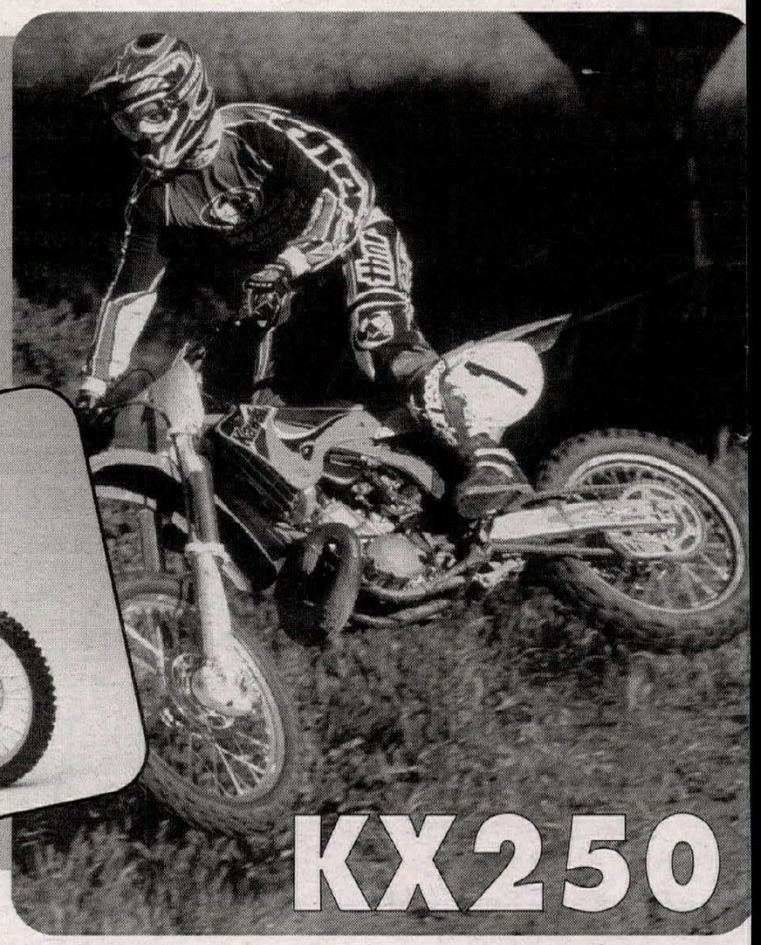

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Bercy Supercross: Palais Omnisports

Needle in a haystack

By Chris Jonnum

PARIS, FRANCE, NOV. 12-14

For Jeremy McGrath's competition, the search for a way of defeating the AMA Supercross Champion can at times seem like a fruitless endeavor, but French sensation David Vuillemin found the needle in a haystack during the spectacular Bercy Supercross in his home country. McGrath won five of six motos over three evenings of racing, but a freak broken carburetor needle thwarted him as he led Friday's second outing.

Though Vuillemin did use a bit of luck to win the title, a fair amount of skill was also necessary. The likeable Frenchman suffered poor starts, but despite the tight confines and relatively few laps, he always found a way to move near the front.

"He's a good rider," said McGrath of Vuillemin, who is heading to Team Yamaha USA for 2000. "I think he's perfectly capable of winning races next year."

The friendly rivalry seemed to have the French spectators in a quandary as to whom to root for - like all fans, they love McGrath, but Vuillemin was the hometown hero. The American rider consistently got huge ovations, but nationalism won out in the end.

That French pride was stoked in the 125cc class, in which Rodrig Thain - another home rider - put his KTM into the top overall position. Doing so meant beating some of America's best tiddler pilots, including Ernesto Fonseca, Nathan Ramsey and Casey Lytle. Keep an eye on Thain, who is also coming Stateside for next season.

To assure that the top riders were on the track as often as possible, two 250cc motos were utilized each evening, rather than a single final as is customary in the U.S. Riders qualified via two heat races and an LCQ. Fewer riders were invited in the 125cc support division, eliminating the need for qualifiers (although some riders did have to start on row two). Three 125cc motos ran each evening.

FRIDAY

After splitting wins in the two qualifying heats, McGrath and Vuillemin prepared to do battle in moto one. Establishing a trend for the weekend, McGrath gated well in second, with Vuillemin several positions back. The American led the 14-lapper by the second go-around, while the Frenchman proved that passing was possible on the tight circuit, moving up to second by lap three. Vuillemin's efforts at advancement had the lanky Frenchman hanging off the bike in corners and monitoring his followers via under-the-armpit, Tour de France-style back-glances, but he would get no further than second. The two Yamaha riders pulled away from the pack, finishing one-two in fairly close formation.

"I was playing with the track, and when you play you have fun," said Vuillemin. "I just tried so many things."

Mike Brown was an impressive (though distant) third, while some riders didn't fare as well as expected. Lusk came up short on a jump, stuck his bike in the soft track and went over the bars; Windham, having taken some well-deserved off-time, was still getting into the swing of things and finished fourth.

Moto two saw McGrath gate around third, and moments after working his way to the front on lap six, disaster struck.

"I was leading coming out of the whoops, and it started going, 'buah, buah,'" said McGrath. "I don't know what it was."

It was a broken carburetor needle, something mechanic Randy Lawrence had never before witnessed. "It's a stock part in a stock carb," he said. "It came with the bike."

That left Lusk in command, but Vuillemin - ninth on lap one - was steadily advancing through the pack, sending the French crowd into a frenzy. With just 14 laps on a small track, Vuillemin passed some fast riders, including Carmichael and Windham, and by lap eight only Lusk remained. The Honda rider bobbled on lap 12, and Vuillemin gave him a block pass for the lead. Lusk tried a block pass of his own, but it was too late, and Vuillemin got the popular win. Carmichael was third.

"I don't like losing," said Lusk. "I knew [Vuillemin] was going to be riding real loose and confident - we're in France."

"I didn't get a good start," said Vuillemin. "I just started to be relaxed and just ride my own race - just be consistent and catch as many riders as I could. I rode good, I found good lines and I was relaxed."

SATURDAY

After besting Vuillemin in night two's first qualifier, McGrath pulled the holeshot in moto one, with Vuillemin once again starting poorly and completing lap one in sixth. Ezra Lusk - Saturday's other heat-race winner - settled into second on lap three, but was soon hounded by the Frenchman. If he has troubles on the starts, Vuillemin certainly makes up for it with his passing skills, and he was able to get by Lusk with three laps remaining, squirting by on the inside of a corner in the hidden tunnel section. That wasn't enough to catch McGrath, who won by nearly seven seconds. Lusk was third.

Moto two saw - surprise - McGrath starting near the front and Vuillemin gating midpack. The American had the lead on lap three, and kept it to the finish, while Vuillemin - pumping his fist to the crowd over jumps - advanced to third behind Lusk at moto's end. Holeshotter Windham crashed in the tunnel and finished seventh.

"I don't much care for these tight tracks," said Lusk. "It's difficult to make up time."

"I had a really good day," said McGrath. "It helps make up for last night. I may be a bit old, but I'm still learning, and that's good."

"Maybe it's too much traction for the rear tire," said Vuillemin when asked about his poor starts.

SUNDAY

On the final day of racing, McGrath utterly dominated, leading every lap of his qualifier and both motos. Vuillemin got his usual midpack gate in moto one, passing Lusk for second on lap 10, but his moto-two second-place start had the locals hoping for a straight-up Vuillemin win. Despite the Frenchman's best efforts, it wasn't to be, and McGrath had a five-second cushion at the finish. Windham got back into the swing of things with third-place finishes in both motos.

"I'm glad to be here," said McGrath. "I'm having some good races, getting some good starts, and that's important in a race like this... If it wasn't for a bit of misfortune, I'd be the King of Bercy. Congratulations to David. He rode really well."

"Jeremy is the real King of Bercy," said Vuillemin. "He won five of six races and just had a small mechanical problem."

125

While Vuillemin seems to have trouble out of the gate, his 125cc countryman - Thain - has got the starts dialed. The KTM rider repeatedly got away well in Bercy, leading into lap two on five of nine occasions. He also knows how to put strong starts to good use, as Thain finished on the podium in all but two motos. Both of those motos were on opening night, when an arm-pump-beleagured Thain finished the first two outings in fourth, then improved for second. Fonseca won all three Friday races in convincing fashion.

Fonseca's dominance disappeared on night two, starting with an over-the-bars crash in the whoops in moto one. That was followed by three more bails in the same section in moto two, leaving the Costa Rican battered and sore. He finally improved to win moto three, but the damage to his Prince of Bercy quest had been done. Apparently unfazed by a scary night-one crash over the side of the finish-line jump, FMF/Honda's Casey Lytle topped the first moto. The consistent Thain went 2-1-2 on the evening.

"I crashed a lot today," understated Fonseca at evening's end. "I hope I'm done with that for the weekend."

SplitFire/Kawasaki rider Nathan Ramsey finally got a moto win in Sunday's first outing, after a battle with Thain. Motos two and three saw Fonseca back on top, and Thain finished second in all three races - plenty good for the overall title.

"I'm very surprised to beat them [the Americans]," said Thain through an interpreter. "It's a good surprise because I plan to go to the States. Now I can appreciate my level among the top riders."

Fonseca, on the other hand, wasn't

Continued on page 21

Lucky and good: David Vuillemin used superb passing skills and a bit of misfortune on the part of his rival to win the King of Bercy title in his home country.

Jeremy McGrath was the dominant rider in Bercy, but a rare mechanical DNF prevented him from taking the overall title.

Ernesto Fonseca (right) won six motos to Rodrig Thain's (left) one, but the latter rider got the Prince of Bercy 125cc title. Crashes by Fonseca and consistency by Thain explain the discrepancy.

Creating a spectacle

It will probably sound like blasphemy to the diehard MX fan, but the racing is almost secondary at an event like Bercy. What's *really* cool is the show. It's hard for the American mindset to comprehend an explanation of the European fondness for spectacle, but if you saw the opening ceremonies for the last soccer World Cup (also held in France), then you can pretty much picture the concept - somewhat of a cross between New Year's Eve, an Independence Day parade and a trip on acid.

The extravaganza that is Bercy.

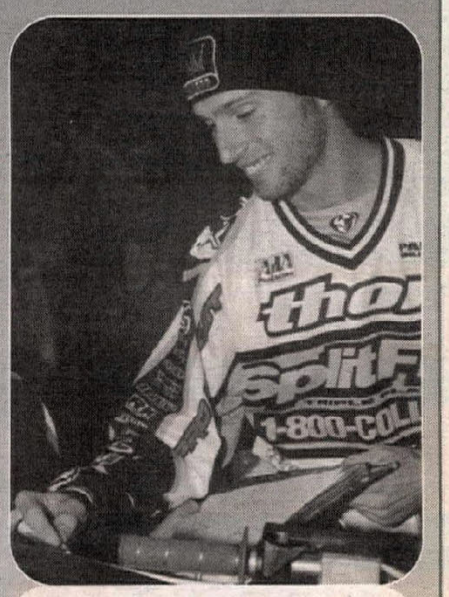
At Bercy, the hour-long (each night) opening ceremonies had the bulk of the riders - each accompanied by a sequin-bedecked, pom-pom-wielding cheerleader - being introduced on glittering stages with smoke machines and pounding music; the heroes were brought out on a variety of outrageous choppers and drag tractors (McGrath's was powered by a jet engine). The show itself was nearly four hours long, and since there were just seven races over the course of each evening, a number of other sources of entertainment were utilized. A sample of antics taking place randomly around the arena floor included a dancing kangaroo; choreographed dancing troupes; a wheelying tractor; pyrotechnics; an escaped live rooster; screaming, sprinting, tag-teaming floor announcers; men firing T-shirts into the stands with an air gun; DJs being lowered by cables from the ceiling and lifted in tractor buckets; and a man playing a didgeridoo. Whereas American fans would probably find many of the shenanigans a bit corny, the French spectators ate the production up. The Bercy SX has captured the imagination of the public over the years (aided by the fact that organizer Xavier Audouard is also a journalist at *Moto Verte* magazine), and each night is sold out months in advance (some fans were even seated in the aisles this year). Several other motorcycle-oriented events now take place at other times throughout the year at Berry, including a Big Air Festival, an indoor trials and a Supermotard race.

Not only do the spectators enjoy the craziness, but they regularly join in. Fans were witnessed revving chainsaws; donning wigs, face paint and hats topped with spinning lights; blasting airhorns; lobbing rolls of toilet paper; banging together large, inflatable cigarettes; creating makeshift flamethrowers with aerosol cans and lighters; waving flags (French and U.S.); shining laser pointers around the track; doing the wave; spinning glow-in-the-dark wands; and just plain screaming.

This was the 17th running of the event, and Sunday was its 50th night. Oh, and by the way - by Audouard's own admission, this was a relatively mellow year in terms of extravagance.

Packin' heat

Rather than transport their racebikes overseas for off-season supercrosses, most American riders borrow stock bikes from sources in Europe. In order to increase performance and familiarity, mechanics bring over a host of parts and swap them out before the racing begins.



Nathan Ramsey feeling at home in Paris.

"This year we brought a different swingarm, motor, complete ignition, carburetor, suspension, bars, clamps, perch," said Kevin Strikwerda, the mechanic for Nathan Ramsey's SplitFire Kawasaki. "We try to bring enough to make it as close to a race bike as possible, so they feel comfortable when they get here. We don't want to have anything too off for them to get used to. Pretty much the only thing we use from the bike they give us is the frame and subframe."

The parts are brought over in custom, padded-metal cases, which makes for quite a bit of luggage.

"This year we didn't have to pay any extra," said Strikwerda. "They just happened to let it slide. I guess it depends on who's running the counter."

Together with fellow Kawasaki wrenches Chad Watts and Jim Perry, Strikwerda took about four and a half hours to build up Ramsey's and Ricky Carmichael's bikes. Like most the bikes, Ramsey's was a brand-new 2000 unit provided by the French importer, along with spare wheels, gas and chemicals. Ramsey's KX125 was destined to be the property of race promotor Xavier Audouard, but most bikes are simply returned to the importers after the race.

Incidentally, Aussie Mickael Byrne rode a Honda CR250 that was bone-stock - suspension and all.

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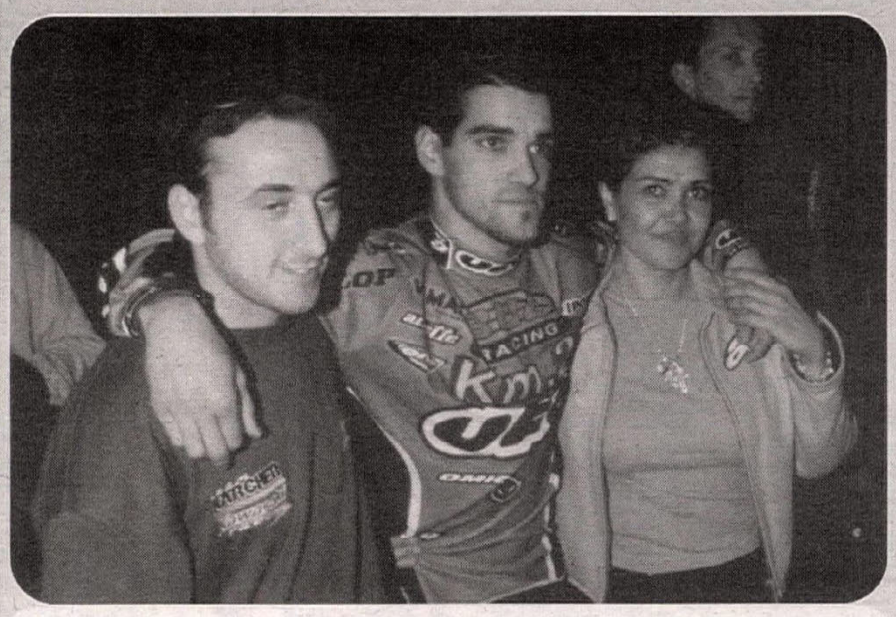
Les Miserables

The large contingent of riders got mistaken for golfers and soccer players before the racing started, but it looked more like a group of war veterans at weekend's finish. That's because an inordinate number of injuries were suffered at Bercy.



Edgar Torronteras: One of the many walking wounded.

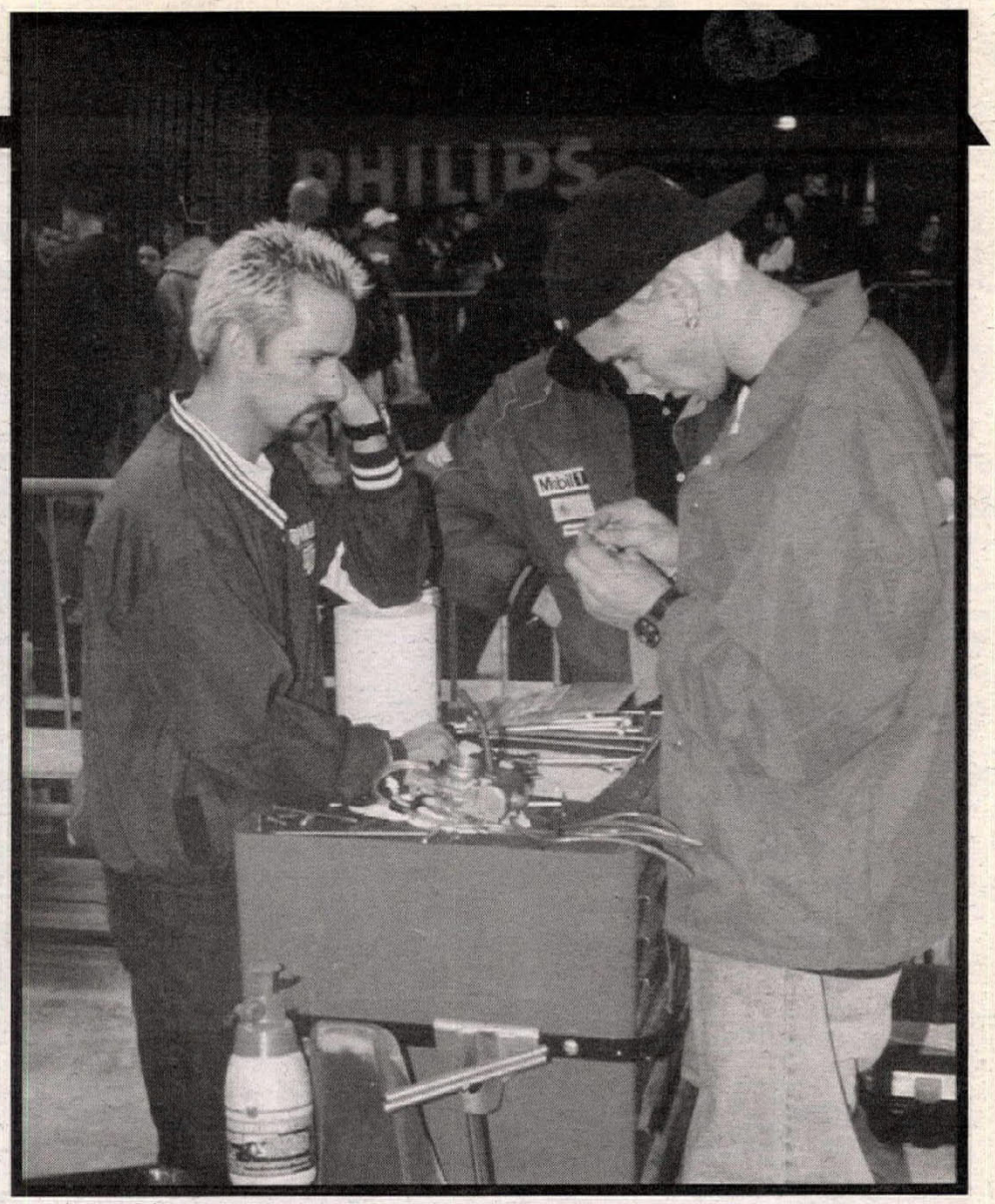
It all started before the racing even began, when Mickael Pichon cased a jump and sprained his ankle during Friday's practice; he was out for the weekend. On the first night of racing, Mike Brown came up short on a camelback jump and was collided into by Frederic Bolley. Brown injured his shoulder in the incident, while Bolley's back was banged up. Brown sat the rest of the weekend out, and the Frenchman missed Saturday, then returned on Sunday after undergoing treatment by osteopath extrordinare Jean Savoca. Another rider to miss Saturday (but return for Sunday) was Phil Lawrence, who went down on Friday, hit his head and suffered vision problems.

Before Saturday's racing began, Ricky Carmichael went over the bars on a small jump, most likely due to hitting neutral on the takeoff. The Kawasaki rider broke his collarbone and was a spectator for the last two nights of racing.

Sunday saw Edgar Torronteras injure his leg in a first-turn crash, putting him out of the final night's jump contest. Nathan Ramsey got landed on over a jump in the second 125cc moto, injuring his back and putting him out of moto three, and Chris Gosselaar had to sit out the last 125cc moto after smashing his pinky finger against the tunnel wall in moto two.

"I feel bad that this time we have so many problems with injuries," said event organizer Xavier Audouard. "I don't think it comes from the track or anything. It's just bad luck... We never had a top American rider breaking a bone in this stadium before."

Fortunately, nearly all of the injuries are of a relatively short-term nature, and none of the affected riders will miss the start of the 2000 season.



The Yamaha technicians examine the broken carburetor needle that thwarted McGrath's title bid. McGrath's mechanic Randy Lawrence (right) had never before witnessed the problem.

Continued from page 18

surprised: "I knew he was really good; I raced him in Barcelona a couple of weeks ago and he qualified first, so I figured he was going to do really good." **CN**

Palais Omnisports
Paris, France
Results: November 12-14, 1999

FRIDAY

MOTO 1: 1. Jeremy McGrath (Yam); 2. David Vuillemin (Yam); 3. Mike Brown (Hon); 4. Kevin Windham (Hon); 5. Frederic Bolley (Hon); 6. Thierry Bethys (Hon); 7. Joshua Coppins (Suz); 8. Frederic Bolley (Kaw); 9. Xavier Fabre (Hon); 10. Nicolas Charlier (Kaw); 11. Jean-Sebastien Roy (Hon); 12. Nicolas Cailly (Hon); 13. Phil Lawrence (Yam); 14. Ezra Lusk (Hon); 15. Serge Guidetty (Hon); 16. Ricky Carmichael (Kaw).
Best Lap: Jeremy McGrath, 41.489 sec., 29.59 mph

MOTO 2: 1. David Vuillemin (Yam); 2. Ezra Lusk (Hon); 3. Ricky Carmichael (Kaw); 4. Kevin Windham (Hon); 5. Thierry Bethys (Hon); 6. Joshua Coppins (Suz); 7. Serge Guidetty (Hon); 8. Xavier Fabre (Hon); 9. Frederic Vialle (Kaw); 10. Jean-Sebastien Roy (Hon); 11. Nicolas Charlier (Kaw); 12. Nicolas Cailly (Hon); 13. Jeremy McGrath (Yam); 14. Mike Brown (Hon); 15. Frederic Bolley (Hon).
Best Lap: Jeremy McGrath, 41.236 sec., 29.77 mph

SATURDAY

MOTO 1: 1. Jeremy McGrath (Yam); 2. David Vuillemin (Yam); 3. Ezra Lusk (Hon); 4. Kevin Windham (Hon); 5. Thierry Bethys (Hon); 6. Joshua Coppins (Suz); 7. Frederic Vialle (Kaw); 8. Serge Guidetty (Hon); 9. Pierrick Paget (Hon); 10. Takeshi Koikeda (Yam); 11. Vincent Turpin (KTM); 12. Xavier Fabre (Hon); 13. Jerome Taesch (Yam); 14. Michael Byrne (Hon); 15. Jean-Sebastien Roy (Hon); 16. Nicolas Charlier (Kaw).
Best Lap: David Vuillemin, 41.250 sec., 29.76 mph

MOTO 2: 1. Jeremy McGrath (Yam); 2. Ezra Lusk (Hon); 3. David Vuillemin (Yam); 4. Frederic Vialle (Kaw); 5. Serge Guidetty (Hon); 6. Thierry Bethys (Hon); 7. Kevin Windham (Hon); 8. Joshua Coppins (Suz); 9. Takeshi Koikeda (Yam); 10. Michael Byrne (Hon); 11. Jean-Sebastien Roy (Hon); 12. Xavier Fabre (Hon); 13. Jerome Taesch (Yam); 14. Vincent Turpin (KTM); 15. Pierrick Paget (Hon); 16. Nicolas Charlier (Kaw).
Best Lap: Ezra Lusk, 40.689 sec., 30.17 mph

SUNDAY

MOTO 1: 1. Jeremy McGrath (Yam); 2. David Vuillemin (Yam); 3. Kevin Windham (Hon); 4. Ezra Lusk (Hon); 5. Thierry Bethys (Hon); 6. Frederic Vialle (Kaw); 7. Joshua Coppins (Suz); 8. Michael Byrne (Hon); 9. Xavier Fabre (Hon); 10. Pierrick Paget (Hon); 11. Javier Fernandez (Hon); 12. Serge Guidetty (Hon); 13. Jean-Sebastien Roy (Hon); 14. Jerome Taesch (Yam); 15. Jerome Hemery (Kaw); 16. Frederic Bolley (Hon).
Best Lap: David Vuillemin, 40.196 sec., 30.54 mph

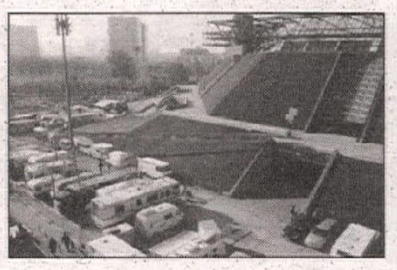
MOTO 2: 1. Jeremy McGrath (Yam); 2. David Vuillemin (Yam); 3. Kevin Windham (Hon); 4. Thierry Bethys (Hon); 5. Serge Guidetty (Hon); 6. Joshua Coppins (Suz); 7. Frederic Vialle (Kaw); 8. Mickael Byrne (Hon); 9. Jerome Taesch (Yam); 10. Xavier Fabre (Hon); 11. Javier Fernandez (Hon); 12. Jean-Sebastien Roy (Hon); 13. Jerome Hemery (Kaw); 14. Ezra Lusk (Hon); 15. Frederic Bolley (Hon); 16. Pierrick Paget (Hon).
Best Lap: Jeremy McGrath, 39:995 sec., 30.69 mph

O/A KING OF BERCY: 1. David Vuillemin (6); 2. Jeremy McGrath (7); 3. Kevin Windham (11); 4. Thierry Bethys (12); 5. Ezra Lusk (17); 6. Joshua Coppins (17); 7. Frederic Vialle (18); 8. Xavier Fabre (28); 9. Serge Guidetty (29); 10. Jean-Sebastien Roy (39); 11. Mickael Byrne (17); 12. Pierrick Paget (26); 13. Jerome Taesch (27); 14. Frederic Bolley (27); 15. Nicolas Charlier (29); 16. Mike Brown (9); 17. Takeshi Koikeda (9); 18. Ricky Carmichael (10); 19. Javier Fernandez (11); 20. Nicolas Cailly (15); 21. Jerome Hemery (15); 22. Phil Lawrence (16).

O/A PRINCE OF BERCY (125): 1. Rodrig Thain (KTM); 2. Ernesto Fonseca (Yam); 3. Casey Lytle (Hon); 4. Stephane DeMartis (Yam); 5. Marc Ristori (Hon); 6. Nathan Ramsey (Kaw); 7. Steve Ramon (Kaw); 8. Chris Gosselaar (Hon); 9. Josef Dobes (Yam); 10. Antoni Josselin (Yam); 11. Mathieu Lalloz (Yam); 12. Julien Pommier (Hon); 13. Ivan Cervantes (Yam); 14. Sven Breugelmans (Suz); 15. Edgar Torronteras (Kaw); 16. Patrick Caps (KTM); 17. Eric Sorby (Yam); 18. Steeve Kromodimedgo (Yam); 19. Jean Patrick Andreo (Yam).

Briefly...

A beautifully constructed arena on the outskirts of Paris, the Palais Omnisports features turf-covered, angled walls, glass skylights, and exterior Erector Set-style girders. Racers resisted the urge to roost up the building's **grassy slopes**, but the local skate rats were less deferential of its many concrete steps.



Many of the supercross-tour regulars capitalized on the opportunity by turning the trip into a bit of a **working vacation**. Jeremy McGrath's contingent included sister Tracy, mother Ann and girlfriend Kim. Ricky Carmichael also brought along his mother, as did Racer X's Davey Coombs and Lucy Jones. Several Americans also took day trips to the many local tourist traps, including the Eiffel Tower, the Arch de Triumph, the Champs Elysees, Napoleon's tomb, Jim Morrison's grave, and Versailles.

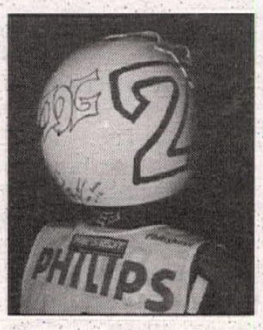
Just like at the American Supercrosses, it was **difficult to understand** the announcers at the Bercy event, only there it was due to the fact that they were speaking French. The sound system was cranked up so high that it often drowned out the sound of the motorcycles - exactly the opposite scenario as in the U.S.

After the injury to Mickael Pichon, only a **single Suzuki** remained in the program - that of Joshua Coppins. The consistent Kiwi was sixth on the weekend.

Newly crowned 250cc World Champion Frederic Bolley is seriously considering riding the **first GNCC round** of 2000 in Florida. Speaking of Bolley, the Frenchman will switch from UFO to Oxbow gear for next season.

Though his birthday wasn't until November 19, the Bercy crowd jumped the gun and sang **"Happy Birthday"** to Jeremy McGrath during each evening's opening ceremonies.

Each night's racing was preceded by "Spanish Fly" Edgar Torronteras performing a Superman seat-grab over the finish-line jump. The move proved popular with the crowd, but was less so for the Spaniard on opening night, when officials **forgot to raise** the metal finish-line sign. Torronteras saw it and ducked just in time, but still brushed the Philishave banner with his helmet. Torronteras and his freestyle cohorts also performed a jumping contest during intermission.



After having his **gearbag stolen** from his hotel room following Saturday's race, Ernesto Fonseca was forced to improvise for Sunday's competition. Since he'll be wearing Fox gear in 2000 (he wore Sinisalo this season), Fonseca borrowed jersey, pants and Alpinestars boots from injured Ricky Carmichael. The best he could do for a helmet was a plain-white Bell, which Phil Lawrence decorated with a felt-tip "paint job."

Video-game maker THQ, which sponsored last month's U.S. Open, was also a sponsor at Bercy. During a Saturday intermission, two fans did battle on a Ricky Carmichael game set up on the podium, with the **virtual race** being shown on the arena's big screen. The winner received a new KX125 presented by Carmichael.

Rounds 3 & 4: Pepsi Arena

NATIONAL ARENACROSS SERIES

New faces

By Michael James
Photos by Karl Ockert

ALBANY, NY, NOV. 12-13

Four races, four different winners. That's what happened at the third and fourth rounds of the National Arenacross Series, held at the Pepsi Arena in Albany, New York. Nick Wey, Chad Pederson, Charley Bogard and defending champ Buddy Antunez all came away with main-event wins on the weekend.

While the temperature outside the Pepsi Arena in the capital city of Albany was way cold, the temperature inside was Wey hot. The SplitFire/Pro-Circuit/Kawasaki rider worked hard for his win, as he clawed and scratched his way to the front of the 125cc main event. He then led the way around the last six laps to take the win over Denny Stephenson, Barry Carsten and Jeff Willoh. The Albany Arenacross also produced a new series points leader: Kawasaki rider Pedro Gonzalez, who posted consistent results in New York and at the previous round in Des Moines.

Wey was also in a position to win the 250cc main event, but a bobble in the whoops canceled all that. Pederson rode past the out-of-control Wey and held on for the win over Gonzalez, Mike Katin and Antunez.

Bogard, who has been following the National Arenacross Series for many years, finally nabbed his first win, topping Saturday evening's 125cc main event over Antunez, Willoh and Gonzalez.

Antunez simply got better and better as the weekend progressed. The defending champ finished fifth in Friday's 125cc main, then fourth in the 250cc main. On Saturday, he climbed a couple of more notches, finishing second in Saturday's 125cc main, then he finally pulled off a win in the final race of the weekend - the 250cc main. He took that win over Gonzalez, Katin, Stephenson and Carsten.

(Above) Greg Rand (5), Charley Bogard (17), Barry Carsten (47) and Chad Pederson (9) launch off the starting gate in Saturday's 125cc final.
(Right) Nick Wey burned up the field in Friday's 125cc main event.

FRIDAY

Wey got the weekend started with a win in the 125cc main, but is sticking with his plans to switch gears later on to focus on the AMA Eastern Regional 125cc Supercross Series, which gets under way in February.

"Yeah, I am only doing the first couple of rounds," said Wey of his participation in the 1999-2000 National Arenacross Series. "I figured it is better to keep racing rather than to take the break before I go to the 125cc East."

On the difference between arenacross and supercross: "It is tighter and more hectic," Wey says.

The PACE Motor Sports crew did an admirable job of keeping the shifty sand-type dirt in as good a shape as could be. The loose soil played havoc with several name riders who had to find their way to the mains via the semis and last chance qualifiers.

Barry Carsten put his Suzuki into the lead at the start of the 125cc main event, ahead of Willoh, Yamaha rider Jimmy Wilson and Antunez. Wey quickly bullied his way into third only to have Jeromy Buehl and Denny Stephenson rally and pass him almost simultaneously. Stephenson then caught and passed Carsten coming out of the whoops and had a good line, but Carsten pinned it toward the finish-line double and passed him right back.

Wey repassed Willoh for the third spot and set after the Suzuki front-runners. On the third lap, Wilson wadded up his Yamaha in the middle of the whoop section, causing a major traffic

jam, which allowed for a lot of passes. By this time, Wey shot into the lead and Stephenson went with him into second, dropping Carsten to third. Wey took charge from there and cruised to the checkered flag, taking Stephenson with him.

Willoh eventually regained his composure and held on for fourth, followed by the number-one Suzuki of Antunez. Behind Antunez finished Mike Katin, Pedro Gonzalez, Charley Bogard, Kevin Crine and Ty Wallace, in that order.

"I kinda got a fifth-place start," said Wey of his winning ride. "The ruts were playing a factor, but I worked my way up to the front. My SplitFire/Pro-Circuit/1-800-COLLECT/Mazda Kawasaki was working great, and I want to thank my Mom and Dad and all my friends back home."

"I feel great," said Stephenson, who took runner-up honors. "It feels great to be up on the podium, and my training this season is paying off. That's what it's gonna take, consistency for the whole season. I just want to get the Don Stephenson-tuned Primal Impulse Suzukis up on the podium as much as possible and hopefully win the championship."

"I was just stoked, man," said an excited Carsten, who finished third. "Every time I got passed, it just made me mad, and I passed them right back. I made a little bobble and two of them got me. I wasn't sure if anyone was right behind me, so I just kept my pace. They didn't pull away."

Wey was back at it again in the 250cc main, taking the holeshot and hoping for win number two. In his wake were Gonzalez, Katin and Antunez. The front-runners quickly broke free from the main group, but Wey couldn't make his early lead last. Wey threw his Kawasaki away, handing the lead over to Pederson.

From this point on, the race was all Pederson's, however, there was plenty of racing action going on behind him.

Gonzalez, Katin and Antunez were mixing it up, and not far behind them was Stephenson.

When it was all over, Gonzalez managed to hang on to his number-two position, followed by Katin, Antunez, Stephenson and Bogard.

In the Dash for Cash race, Stephenson put himself in good position to take the loot, but slid out on the first lap. Wey scooted into the lead, then he too bit the dust, handing the lead over to Katin. The privateer did what the other two riders ahead of him couldn't: keep his two wheels on the ground. Katin rode on to victory and pocketed the $450 up for grabs.

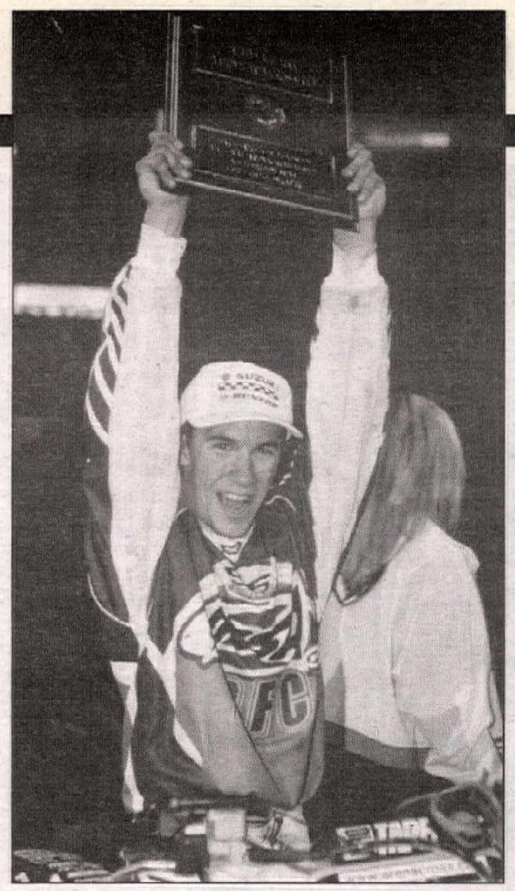
Canadian Benoit Milot won the Jump-Off contest. But the man of the moment was Pederson.

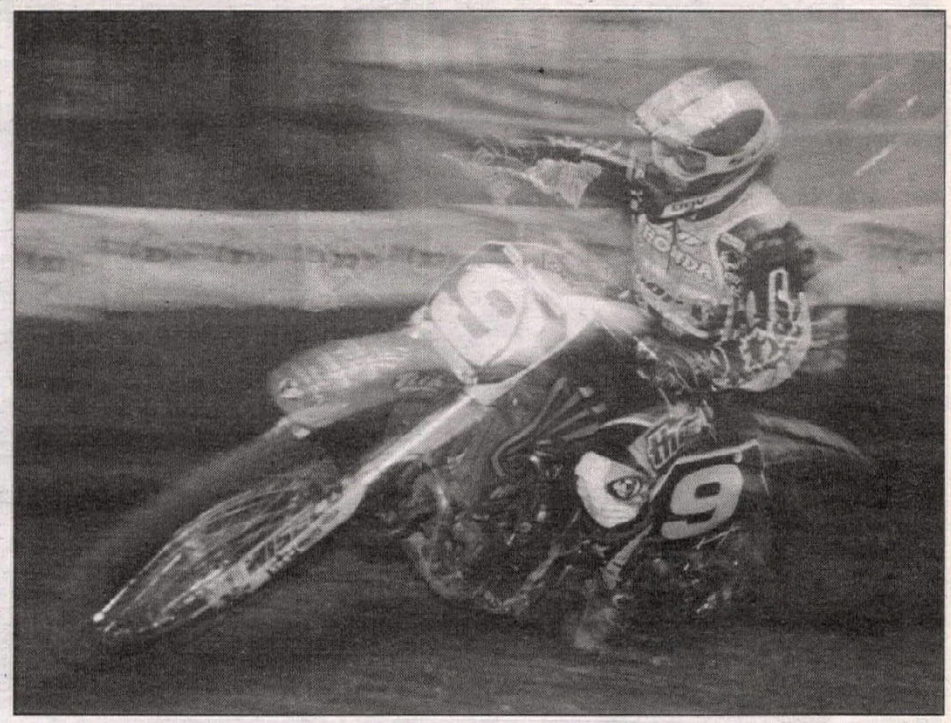
"It [the 250cc main] went good considering the night I was having," said winner Pederson, who failed to make the earlier 125cc main. "I felt good on the 250 all night long and just had some bad luck on the 125. That's the first 125 main I ever missed. My Tuf/Thor/Sunstar Honda was giving me all I wanted."

"I was struggling all night long with the track," second-place Gonzalez said. "I am not used to riding all those ruts, but in the final, I came out good and tried hard. The 125 [main] went okay, but now, the 250, it's pretty good. I had fun."

Gonzalez says he plans on finishing out the National Arenacross Series.

Third-place finisher Katin said, "I got a pretty good start and just tried to ride my own race and not fall down. It was pretty rough out there, and I thought I was going pretty good and made an attempt for the lead, but I made a mistake and decided to just ride my race."





(Above right) Chad Pederson (9) followed up Wey's win with a victory of his own in Friday's 250cc final.
(Above left) Persistence finally paid off for Charley Bogard. Many times a leader but never a winner in the Arenacross Series, Bogard finally changed all that with a 125cc main-event win Saturday night.

(Above) Defending champ Buddy Antunez (1) cuts underneath Jeff Willoh en route to the 250cc Pro class win Saturday.
(Left) Mike Katin rode well all weekend, finishing in the top six in three features.

SATURDAY

Nobody seemed to want to win Saturday's 125cc main event.

It all started with Jeff Willoh charging to the front of the pack, followed by a very inspired Barry Carsten and Jimmy Wilson. (The previous night's winner, Wey, sat out Saturday's races.) Willoh was setting the pace until the third lap when he got out of shape over a rocker section and went flying over the handlebars. Willoh still managed to get up quickly and rejoin the race among the leaders.

Willoh's crash put Carsten in the lead, but he too would sample the Pepsi Arena soil two laps later.

About the same time as Carsten's crash, Bogard slipped his Suzuki past Wilson's Yamaha and suddenly found himself in command. Although Bogard has led the pack on many occasions, he has been unable to make his leads last to the end, but not this time. Instead, Bogard opened up a big lead and motored on to his first arenacross win.

While Bogard was cruising out in front, defending champ Antunez was busy working his way up through the pack after a poor start. Antunez's efforts paid off with a second-place finish, followed by Willoh, who had earlier crashed. Fourth went to Gonzalez, followed by Stephenson, Wilson and Jeromy Buehl.

Primal Impulse Suzuki rider Stephenson, and Antunez, put their machines into the 1-2 spots at the start of the 250cc main, followed by Willoh, Gonzalez and Katin, tucking in behind them.

Antunez chased down Stephenson until his teammate bobbled on the seventh lap. That's when Antunez saw his chance and motored into the lead. Stephenson regrouped in second place, but simply could not keep Antunez in his gun sight. Instead, Stephenson now had Willoh breathing down his neck.

Willoh was pressuring Stephenson for second, but the Honda pilot made a small mistake that not only let Stephenson get away, but drop him back in the pack.

Gonzalez, who had been running fourth, was now third and bearing down on Stephenson. With two laps to go, Gonzalez made his way around the Suzuki rider, as did Katin.

At the finish, it was Antunez taking an uncontested win, followed by Gonzalez, Katin, Stephenson and Carsten.

Not only did Gonzalez take over the series points lead, but he also took the $500 that was on the line in the Dash For Cash race.

Josh Sterrit jumped to victory in the Jump-Off contest. CN

Pepsi Arena
Albany, New York
Results: November 12-13, 1999
(Rounds 3-4)

Friday

125 PRO: 1. Nick Wey (Kaw); 2. Denny Stephenson (Suz); 3. Barry Carsten (Suz); 4. Jeff Willoh (Hon); 5. Buddy Antunez (Suz); 6. Mike Katin (Kaw); 7. Pedro Gonzalez (Kaw); 8. Charley Bogard (Suz); 9. Kevin Crine (Hon); 10. Ty Wallace (Yam); 11. Jeromy Buehl (Kaw); 12. Jimmy Wilson (Yam); 13. Tom Welch (Suz); 14. Tommy Hofmaster (Hon); 15. Greg Rand (Suz).

250 PRO: 1. Chad Pederson (Hon); 2. Pedro Gonzalez (Kaw); 3. Mike Katin (Kaw); 4. Buddy Antunez (Suz); 5. Denny Stephenson (Suz); 6. Charley Bogard (Suz); 7. Barry Carsten (Suz); 8. Nick Wey (Kaw); 9. Kevin Crine (Hon); 10. Jeromy Buehl (Kaw); 11. Jimmy Wilson (Yam); 12. Jim Chester (Suz); 13. Alexandre Langevin (Yam); 14. Ty Wallace (Yam); 15. Greg Rand (Suz).

Saturday

125 PRO: 1. Charley Bogard (Suz); 2. Buddy Antunez (Suz); 3. Jeff Willoh (Hon); 4. Pedro Gonzalez (Kaw); 5. Denny Stephenson (Suz); 6. Jimmy Wilson (Yam); 7. Jeromy Buehl (Kaw); 8. Barry Carsten (Suz); 9. Tommy Hofmaster (Hon); 10. Tom Welch (Suz); 11. Greg Rand (Suz); 12. Chad Pederson (Hon); 13. Kevin Crine (Hon); 14. Mike Katin (Kaw).

250 PRO: 1. Buddy Antunez (Suz); 2. Pedro Gonzalez (Kaw); 3. Mike Katin (Kaw); 4. Denny Stephenson (Suz); 5. Barry Carsten (Suz); 6. Kevin Crine (Hon); 7. Jim Chester (Suz); 8. Jeff Willoh (Hon); 9. Jeromy Buehl (Kaw); 10. Ty Wallace (Yam); 11. Nick Metcalf (Suz); 12. Tommy Hofmaster (Hon); 13. David Kratz (Hus); 14. Greg Rand (Suz); 15. Chad Pederson (Hon).

NATIONAL ARENACROSS SERIES POINT STANDINGS (After 4 of 34 rounds): 1. Pedro Gonzalez (124); 2. Denny Stephenson (116); 3. Buddy Antunez (112); 4. Nick Wey (101); 5. Jeromy Buehl (90); 6. Mike Katin (87); 7. Jeff Willoh (81); 8. Kevin Crine (76); 9. Chad Pederson (69); 10. Charley Bogard (58).

Upcoming Rounds:
Rounds 5-6 - Worcester, Massachusetts, November 19-20
Rounds 7-8 - Rockford, Illinois, December 3-5

West Coast Youth Nationals, Perris Raceway

WHEN YOUNG GUNS ATTACK

Jesse Casillas (75) took top honors in the 80cc (14-16) division at the West Coast Youth National at Perris Raceway.

By Tony Alessi

PERRIS, CA, NOV. 13-14

The Hemme Motorsports' West Coast Youth National drew hundreds of young motocross racers, and their families, from all across the United States to Perris Raceway, and they all came with the same intentions: to take home some of the many prizes up for grabs that were valued in excess of $100,000.

Twelve separate race divisions were run for the various age and skill-level events, with competitors required to compete in both Stock and Modified divisions each day. Points were earned on a per-moto basis, with overall championships determined by the total number of points accumulated throughout the two days of competition.

Twelve Honda XR50 motorcycles were also awarded to the top 12 division champions, and four more motorcycles, including two Yamaha PW80s from Thousand Oaks Yamaha, were raffled off for riders finishing on the podium.

"This is the best year yet. I think we hit a thousand entries," said event promoter John Hemme.

In addition to 16 motorcycles given away, riders finishing in the top five also earned custom Red Line race bicycles, skateboards, snowboards, tons of toys and product awards from various aftermarket companies.

DIVISION 1, 50cc (4-6)

Reigning NMA Grand National Champion Dakota Garner scored six out of eight victories for the class championship. Hot prospect Chris Plouffe on a KTM 50 scored one moto win and finished many other races inside the top three for runner-up honors, while Eli Tomac, the son of world class mountain bike racer John Tomac, made the trip from Colorado worthwhile by finishing third overall.

DIVISION 2, 50cc (7-8)

East Coast racer D.J. Ellis had the chips fall his way, as he scored the class championship after heavy favorite Nik Paluzzi was injured prior to the first moto of competition. Paluzzi's teammate Michael Hall picked up the gauntlet for his fallen foe and came to within one point of the championship but ultimately settled for second overall, while Blake Bagger took the final podium position in third.

DIVISION 3, 60cc (4-8)

Team Malcolm Smith-backed Donnie Kearney scored six separate moto victories but had to overcome some challenges en route to the class title. Kearney had one moto where bike problems held him back to a ninth-place finish, which gave East Coast racer Colton Bailey a serious shot at the championship. In the end, the title was decided in the final moto, where Kearney jumped his KTM 65cc over the top of Bailey then roosted away for the moto and championship crown.

DIVISION 4, 60cc (9-11)

Mike Alessi and his R&D KTM 65cc machine ran away and hid in every moto, including a moto where he had to borrow a bike.

"In my first 60cc Stock race, I borrowed a KTM 65 from Champion Cycles, because my bike wouldn't start," Alessi said. Alessi, however, found himself in a precarious position for the second moto when suddenly the bike he used in the first moto was no longer available.

"The rules say that you have to race the same bike in both motos. Since the guys at Champion Cycles denied me the bike in the second moto, I lost like, 25 points. It was really uncool since we are teammates and all." In the end, Alessi's string of victories was good enough to get the job done regardless of team tactics, and he scored the title over Champion Cycles-backed Zach Osborne and team Pomona Valley Kawasaki's Travis Christensen.

DIVISION 5, 80cc (7-11)

Alessi posted a perfect score, winning eight out of eight motos for the championship. Jarred Browne ran a strong second in most motos and at times posted lap times as good or better than Alessi's, while fast-starter Michael LaPaglia filled out the top three.

DIVISION 6, 80cc (12-13)

Team Thousand Oaks Yamaha-backed Scott Simon won half the races and was very consistent in the rest, which earned him the championship. Newly signed Team Green racer Josh Grant was arguably the quickest in the group, winning four races, but he appeared to still be adjusting to his new ride, while Las Vegas racer Robbie Woods completed the top three.

DIVISION 7, 80cc (14-16)

Team Yamaha's Jesse Casillas and newly signed Suzuki support racer Dylan Lord battled down to the wire in every moto. The two mini stars provided the closest and most exciting racing action of the weekend, with Camillas and Lord splitting moto victories in every other race, with Casillas winning the all-important final (tie-breaking) moto for the top spot on the podium.

DIVISION 8, 125cc NOVICE

Long-time Perris racer Chad Gaumer found his way to the winners circle by posting four moto wins over Barona Oaks' local ace Steven Haughelstine and Cory Murphy.

DIVISION 9, 125cc INTERMEDIATE

Fast starter Sean O'Conner seemed to be near the front of the field in most every race and used three moto wins for his title, where he topped Turbo Reif and Ross Garcia, who was making his Kawasaki debut.

DIVISION 10, 250cc OPEN NON-PRO

Turbo Reif dominated this class with eight out of nine moto wins, while Kurt Long and Steve Forsythe rounded out the top three. CN

Perris Raceway
Perris, California
Results: November 13-14, 1999

Saturday

50 BEG: 1. Cody Young (Cob); 2. Cole young (Cob); 3. Cody Jones (Cob); 4. Ryan Shorrow (Cob); 5. Shawn Griften.

50 STK (4-6): 1. Dakota Garner (Cob); 2. Eli Tomac (Cob); 3. Tanner Krahenbuhl (Cob); 4. Ty Keenom (Cob); 5. Chris Plouffe (KTM).

50 MOD (4-6): 1. Dakota Garner (Cob); 2. Chris Plouffe (KTM); 3. Tanner Krahenbuhl (Cob); 4. Eli Tomac (Cob); 5. Bryce Stewart (Cob).

50 STK (7-8): 1. Colton Bailey (Cob); 2. Jake Canada (Cob); 3. D.J. Ellis (Cob); 4. Blake Bagger (Cob); 5. Ronnie Goodwin (Cob).

50 MOD (7-8): 1. D.J. Ellis (Cob); 2. Michael Hall (Cob); 3. Jake Canada (Cob); 4. Ron Goodwin (Cob); 5. Michael Truglia (Cob).

50 S/P/W: 1. Michael Hall (Cob); 2. Blake Baggett (Cob); 3. Dakota Garner (Cob); 4. Armando Aguilar; 5. Colton Bailey (Cob).

60 BEG: 1. Jonathan Horgan (Kaw); 2. Marcus Carillo (Kaw); 3. Brett Downey (Cob); 4. Cory Costa (Kaw); 5. David Meade (Kaw).

60 STK (4-8): 1. Donnie Kearney (KTM); 2. Colton Bailey (Kaw); 3. D.J. Ellis (KTM); 4. Ronnie Goodwin (Kaw); 5. Michael Hall (Kaw).

60 MOD (4-8): 1. Colton Bailey (Kaw); 2. Michael Hall (Kaw); 3. Donnie Kearney (KTM); 4. Ronnie Goodwin (Kaw); 5. Richard Sterling (Kaw).

60 STK (9-11): 1. Zach Osborne (KTM); 2. Travis Christensen (Kaw); 3. Cody Tithof (KTM); 4. Lance Coury (KTM); 5. Dana Dreier (Kaw).

60 MOD (9-11): 1. Mike Alessi (KTM); 2. Shawn Hayes (KTM); 3. Zach Osborne (KTM); 4. Travis Christensen (Kaw); 5. Mike Meade (Kaw).

80 BEG: 1. Garrett Wanicki (Suz); 2. Jason Hilderbrand (Yam); 3. Cameron Kiedel (Suz); 4. Chad Gores (Kaw).

80 STK (7-11): 1. Mike Alessi (Yam); 2. Jarred Browne (Suz); 3. Michael LaPaglia (Suz); 4. Michael Parker (Hon); 5. Tye Hames (Kaw).

80 MOD (7-11): 1. Mike Alessi (Yam); 2. Michael LaPaglia (Suz); 3. Jarred Browne (Yam); 4. Michael Parker (Hon); 5. Justin Mulford (Hon).

80 STK (12-13): 1. Joshua Grant (Kaw); 2. Scott Simon (Yam); 3. Robbie Woods (Hon); 4. Donald Chollar (Hon); 5. Cas Swift (Suz).

80 MOD (12-13): 1. Scott Simon (Yam); 2. Robbie Woods (Hon); 3. Ty Morrow (Suz); 4. Donald Chollar (Hon); 5. Joshua Grant (Kaw).

80 STK (14-16): 1. Dylan Lord (Suz); 2. Jesse Casillas (Yam); 3. Cale Wallace (Yam); 4. Shane Kelly (Yam); 5. Kevin Breid (Yam).

80 MOD (14-16): 1. Jesse Casillas (Yam); 2. Dylan Lord (Suz); 3. Tyler Duncan (Yam); 4. Kevin Breid (Yam); 5. Shane Kelly (Yam).

125 BEG: 1. Ryan Campbell (Yam); 2. Chad Erl (Hus).

125 STK NOV: 1. Steven Haughelstine (Yam); 2. Chad Gaumer (Hon); 3. Bryan Gordon (Yam); 4. Corey Murphy (Hon); 5. Gabriel Obeso (Yam).

125 MOD NOV: 1. Steven Haugheistone (Yam); 2. Chad Gaumer (Hon); 3. Bryan Gordon (Yam); 4. Jeremy Cruse (KTM); 5. Thomas Glasbrenner (Yam).

125 STK INT: 1. Branden Milstead (Suz); 2. Christopher Tocco (Yam); 3. Turbo Reif (Hon); 4. Ross Garcia (Kaw); 5. Ito Posca (Yam).

125 MOD INT: 1. Sean O'connor (Yam); 2. Christopher Tocco (Yam); 3. Ross Garcia (Kaw); 4. Branden Milstead (Suz); 5. Richie Owens (Yam).

125 PRO: 1. Danny Carlson (Yam); 2. Michael Young (Yam); 3. Bryan McGavran (Yam); 4. Oscar Valdez (Yam).

250 NOV: 1. Donny Emler (Hon); 2. Andy Bakker (Yam); 3. Wade Henderson (Kaw); 4. Matt Hart (Kaw); 5. Eric Reasner (Kaw).

250 INT: 1. Chris Turner (Kaw).

250 STK OPEN NON-PRO: 1. Nathan Craig (Suz); 2. Turbo Reif (Hon); 3. Stefan Peterson (Kaw); 4. Kurt Long (Hon); 5. Kelly Pichel (Kaw).

250 MOD OPEN NON-PRO: 1. Turbo Reif (Hon); 2. Kurt Long (Hon); 3. Steven Forsythe (Hon).

250 PRO: 1. Byran McGavran (Yam); 2. Michael Sleeter (Yam); 3. Bullfrog Newcomer (Kaw).

VET: 1. Randy Danylo (Kaw).

Sunday

P/W DADS RACE: 1. Chris Young; 2. Duane Bailey; 3. Tom Baggett; 4. Ron Goodwin; 5. Armando Aguilar.

50 STK (4-6): 1. Bryce Stewart (Cob); 2. Chris Plouffe (KTM); 3. Dakota Garner (Cob); 4. Eli Tomac (Cob); 5. Mason Mill (Cob).

50 MOD (4-6): 1. Dakota Garner (Cob); 2. Chris Plouffe (KTM); 3. Eli Tomac (Cob); 4. Tanner Krahenbuhl (Cob); 5. Bryce Stewart (Cob).

50 STK (7-8): 1. D.J. Ellis (Cob); 2. Blake Baggett (Cob); 3. Michael Hall (Cob); 4. Ronnie Goodwin (Cob); 5. Jake Canada (Cob).

50 MOD (7-8): 1. Michael Hall (Cob); 2. D.J. Ellis (Cob); 3. Blake Bagger (Cob); 4. Ronnie Goodwin (Cob); 5. Michael Truglia (Cob).

50 S/PNV: 1. Blake Baggett (Cob); 2. Armando Aguilar (KTM); 3. Michael Hall (Cob); 4. D.J. Ellis (Cob); 5. Dakota Garner (Cob).

60 BEG: 1. Jonathan Horgan (Kaw); 2. Marcus Carillo (Kaw); 3. Cory Costa (Kaw); 4. Brett Downey (Cob); 5. David Meade (Kaw).

60 STK (4-8): 1. Colton Bailey (Kaw); 2. Michael Hall (Cob); 3. Ronnie Goodwin (Kaw); 4. D.J. Ellis (KTM); 5. Donnie Kearney (KTM).

60 MOD (4-8): 1. Donnie Keamey (KTM); 2. Colton Bailey (Kaw); 3. Michael Hall (Kaw); 4. Ronnie Goodwin (Kaw); 5. Dylan Pemberton (Kaw).

60 STK (9-11): 1. Mike Alessi (KTM); 2. Zach Osborne (KTM); 3. Travis Christensen (Kaw); 4. Lance Coury (KTM); 5. Cody Tithof (KTM).

60 MOD (9-11): 1. Mike Alessi (KTM); 2. Jeff Alessi (KTM); 3. Zach Osborne (KTM); 4. Travis Christensen (Kaw); 5. Mike Meade (Kaw).

80 BEG: 1. Randy Hill (Yam); 2. Jason Hildebrand (Yam); 3. Mike Meade (Kaw); 4. Greg Young (Hon); 5. Webb Massey (Hon).

80 STK (7-11): 1. Mike Alessi (Yam); 2. Jarred Browne (Yam); 3. Michael LaPaglia (Suz); 4. Mark Proscelle (Kaw); 5. Justin Mulford (Hon).

80 MOD (7-11): 1. Mike Alessi (Yam); 2. Jarred Browne (Yam); 3. Mike LaPaglia (Suz); 4. Michael Parker (Hon); 5. Kyle Kent (Kaw).

80 STK (12-13): 1. Scott Simon (Yam); 2. Joshua Grant (Kaw); 3. Donald Chollar (Hon); 4. Robby Woods (Hon); 5. Ty Morrow (Suz).

80 MOD (12-13): 1. Robbie Woods (Hon); 2. Scott Simon (Yam); 3. Joshua Grant (Kaw); 4. Donald Chollar (Hon); 5. Carlos Gonzalez (Kaw).

80 STK (14-16): 1. Jesse Casillas (Yam); 2. Dylan Lord (Suz); 3. Tyler Duncan; 4. Kevin Breid (Yam); 5. Tyler Kalislak (Yam).

80 MOD (14-16): 1. Jesse Casillas (Yam); 2. Dylan Lord (Suz); 3. Tyler Duncan; 4. Shane Kelley; 5. Kevin Breid (Yam).

S/MINI: 1. James Turner (Kaw); 2. Kris Paluzzi (Yam).

125 BEG: 1. Mark Houk (Yam); 2. Ryan Campbell (Yam); 3. Darren Walsh (Hon).

125 STK NOV: 1. Chad Gaumer (Hon); 2. Corey Murphy (Hon); 3. Jamie Klein (Yam); 4. Steven Haughelstine (Yam); 5. C.J. Mahon (Suz).

125 MOD NOV: 1. Steven Haugheistine (Yam); 2. Corey Murphy (Hon); 3. Chad Gaumer (Hon); 4. Gabriel Obeso (Yam); 5. Bryan Gordon (Yam).

125 STK INT: 1. Sean O'Connor (Yam); 2. Turbo Reif (Hon); 3. Branden Milstead (Suz); 4. Ross Garcia (Kaw); 5. Christopher Tocco (Yam).

125 MOD INT: 1. Turbo Reif (Hon); 2. Ross Garcia (Kaw); 3. Sean O'Connor (Yam); 4. Cory Gibbons (Yam); 5. Richie Owens (Yam).

125 PRO: 1. Michael Young (Yam); 2. Tim Beatty (Hus); 3. John Anderson (Yam); 4. Oscar Valdez (Yam).

250 NOV: 1. Andy Bakken (Yam); 2. Matt Hart (Kaw); 3. Donny Emler (Hon).

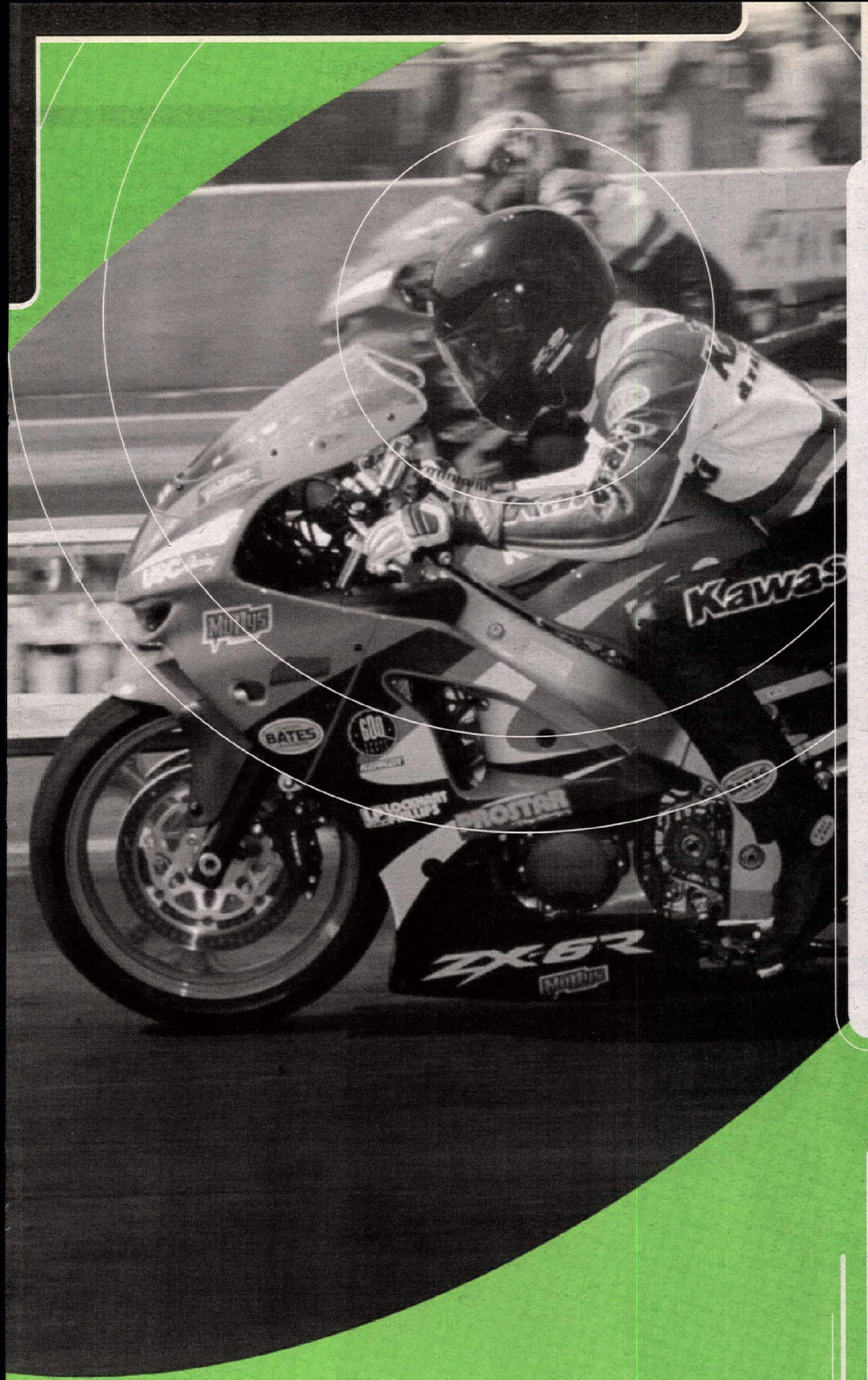
250 INT: 1. Chris Turner (Kaw).

250 STK OPEN NON-PRO: 1. Turbo Reif (Hon); 2. Nathan Craig (Suz); 3. Kurt Long (Hon); 4. Steven Forsythe (Hon).

250 MOD OPEN NON-PRO: 1. Turbo Reif (Hon); 2. Kurt Long (Hon); 3. Steven Forsythe (Hon).

VET: 1. David Johnson (Yam); 2. Randy Danylo (Kaw).

O/A 50 (4-6): Dakota Gamer (Cob).
O/A 50 (7-8): D.J. Ellis (Cob).
O/A 60 (4-8): Donnie Keamey (KTM).
O/A 60 (9-11): Mike Alessi (KTM).
O/A 80 (7-11): Mike Alessi (Yam).
O/A 80 (12-13): Scott Simon (Yam).
O/A 80 (14-16): Jesse Casillas (Yam).
O/A 125 NOV: Chad Gaumer (Hon).
O/A 125 INT: Sean O'Connor (Yam).
O/A 250 OPEN NON-PRO: Turbo Reif (Hon).



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It was a heated battle among three highly skilled teammates. But when the tire smoke cleared from the Gainesville track, Team Green™ drag racer Marty Ladwig had claimed victory in the 600cc SuperSport event. And he had earned his first championship title. Earlier that weekend, teammate Chip Ellis broke the E.T. record in the same class, with a time of 10.074. And three-time Pro Superbike champion, Rickey Gadson of Team Kawasaki Drag Racing, won the final event for that class. So as far as drag racing is concerned, this millennium is over. And there's nothing left to do but change out a couple of number plates.

1999 KAWASAKI AMA PROSTAR CHAMPIONSHIPS

RIDER	CLASS
Bryan Bennett	Funnybike
Rickey Gadson	Pro Superbike
Marty Ladwig	600cc SuperSport
Bruce Sauer	Super Comp
Rob Schenz	Super Gas
Andy Baumbach	Top Gas

KAWASAKI CLASS WINNERS 1999 AMA PROSTAR WORLD FINALS GAINESVILLE, FLORIDA

RIDER	CLASS
Gary Clark	Funnybike
Rickey Gadson	Pro Superbike
Marty Ladwig	600cc SuperSport
Mike Coulson	Super Comp
Brad Pounds	Super Gas
Thomas Edwards	Pro E.T.

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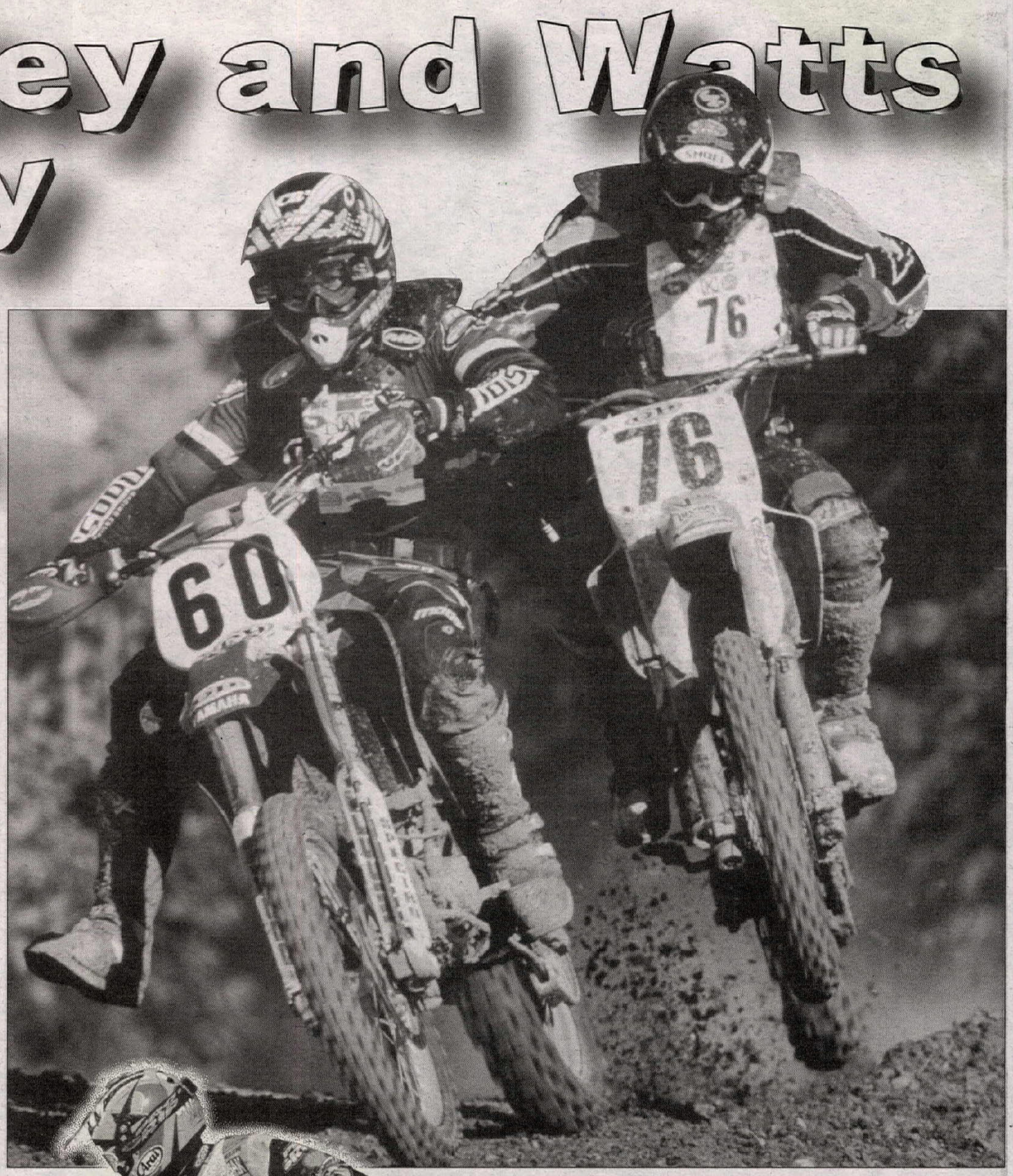
Kawasaki MOTORSPORTS

Healey and Watts enjoy the lake



By Matt Freeman
Photos by Kinney Jones and Mark Kariya

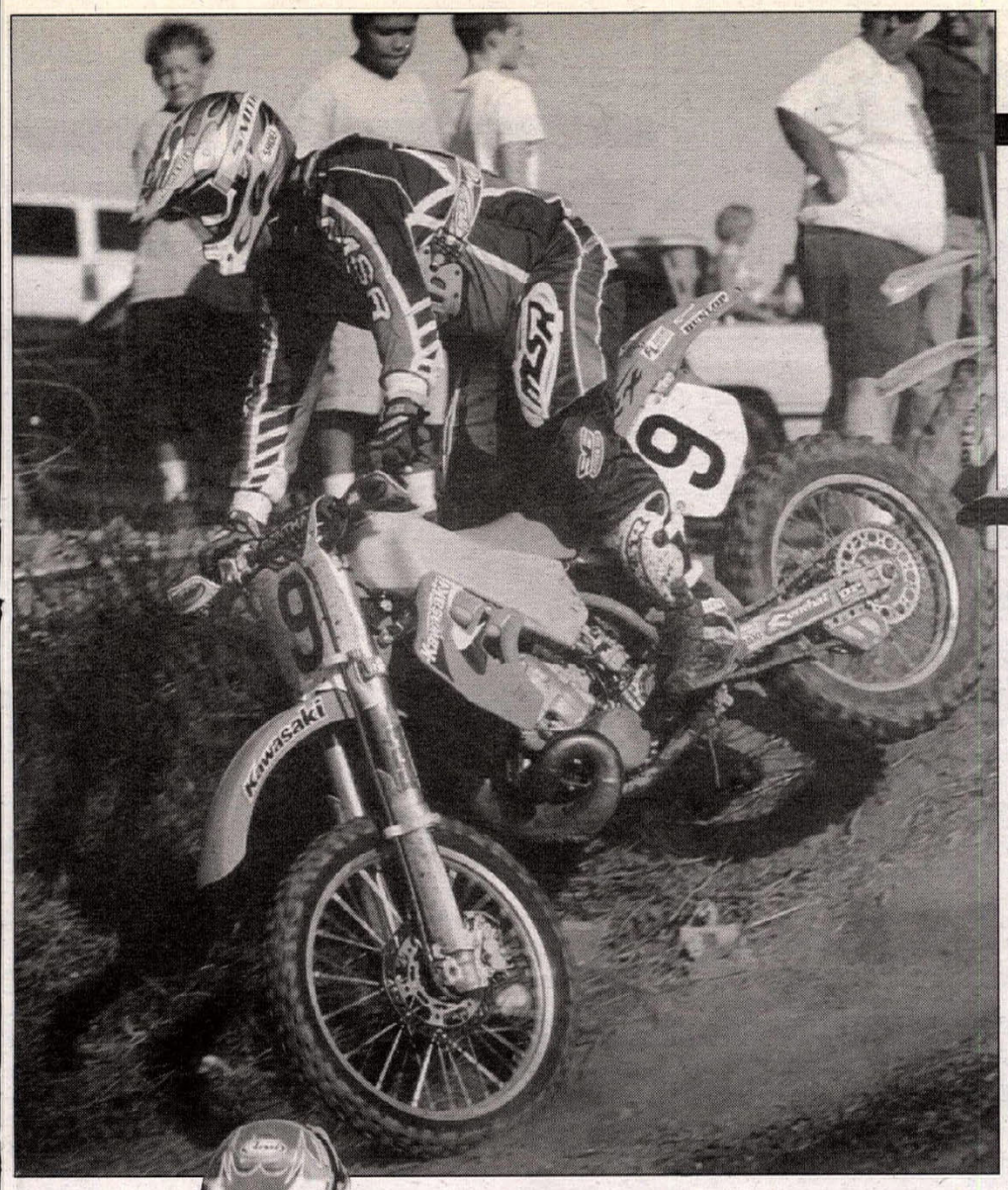
LAKE ELSINORE, CA, NOV. 13-14

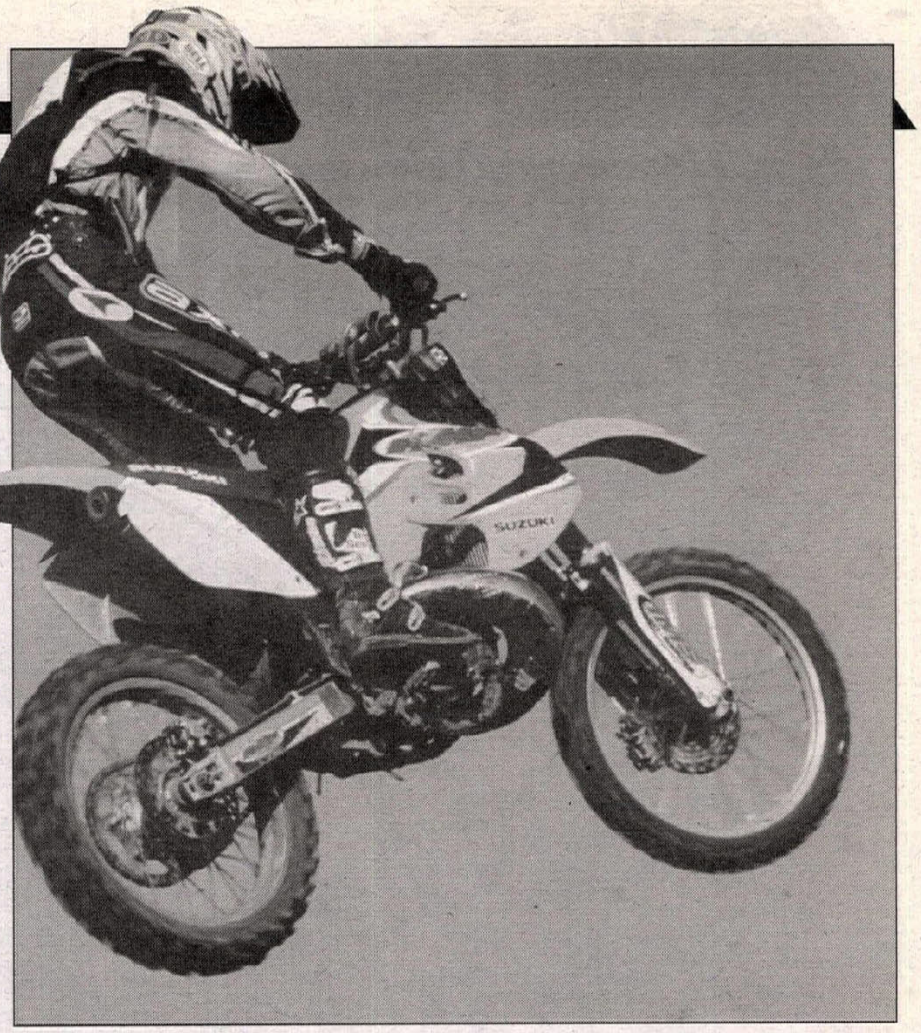
"I broke in two races and I won two. I guess I can't complain," said Mike Healey, after winning the Hamel 100 at the Elsinore Grand Prix, an event that in a sense has haunted Healey since its rebirth in 1996. Not to say that Healey hasn't won a class or two in the past (early Sunday morning he won the Over 25 race), but as far as luck goes, the premier Hamel 100 race has not been kind to Healey. During the 100-mile race in 1996 he had problems with his gas tank. In 1997 his frame broke, and last year flat tires and an injured hand put Healey out of the running for the Hamel 100 win. In fact, up until this year's event, Healey had never even finished the Hamel 100.

This year's installment of the classic grand prix did not start out much better for Healey. Riding a borrowed KX500, he briefly led Saturday's unscored Unclassified race and the Open race before locking the big bore's engine up on both accounts. However, with bloody palms due to riding so hard and so fast, and another borrowed bike, this one a KLX365 from Larry Roeseler, Healey won the 26-lap affair with plenty of room to breathe.

(Above) Mike Healey passes Ty Davis en route to his first Hamel 100 win. Davis eventually dropped out of competition with a badly bruised ankle due to kicking a rock. (Left) Shane Watts came to Elsinore for the first time and raced like a seasoned veteran around the 4-mile circuit. Watts led all the competition in the 125cc and 250cc races and finished second to Healey in the Hamel.

Of course, Healey was not the only hero in town during the two-day event. KTM's Shane Watts traveled from way out of town to do battle in Elsinore. The Australian was arguably more successful throughout the weekend than anyone, including Healey, who was awarded $2500 for winning the Hamel. Decorated with the most prestigious career-record of those present, Watts, the 1998 ISDE overall champion, posted three overall wins on Saturday's program and then finished second in the Hamel, aboard a 125cc machine





(Above left) Dave Ondas netted third-place finishes in the Open and in the Hamel 100.
(Above right) Mike Kiedrowski had second in the Hamel 100 in the bag until he ran out of gas a few laps from the finish.
(Right) Scott Myers helped to contribute to KTM's success at Elsinore by winning the Open race aboard a 380SX. Myers switched to a Yamaha for the Four-stroke race and ended up second.

Watts began his Saturday winning streak in the morning after the unscored Unclassified event. In the 125cc race, matched up against 1998 125cc National Hare and Hound champion Shane Espostito and Destry Abbott, Watts battled back and forth for the lead during the 45-minute race.

"I had a good race with Esposito," said Watts. "He was a bit loose and he was over-shooting corners. I just waited for him to screw up big time, and he finally did. We were pretty much the same speed, and it was just a matter of who was going to screw up and who was going to get the break."

(Above) Scot Harden continued his stranglehold on the Legends race and also finished eighth in the Hamel.
(Right) Mike Baker does not race too often anymore, but he makes it a point to race Elsinore. Baker wheelied to the Four-stroke and Over 35 overalls, and finished fifth in the 125cc race.

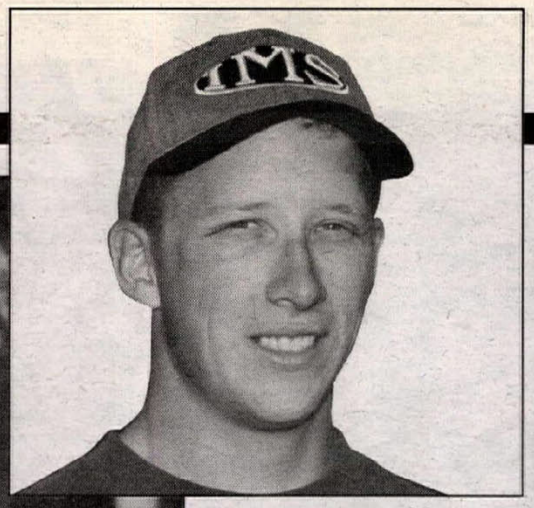
The break and the win went to Watts, and it happened pretty much the way the young Aussie had planned it, leaving Esposito to finish second.

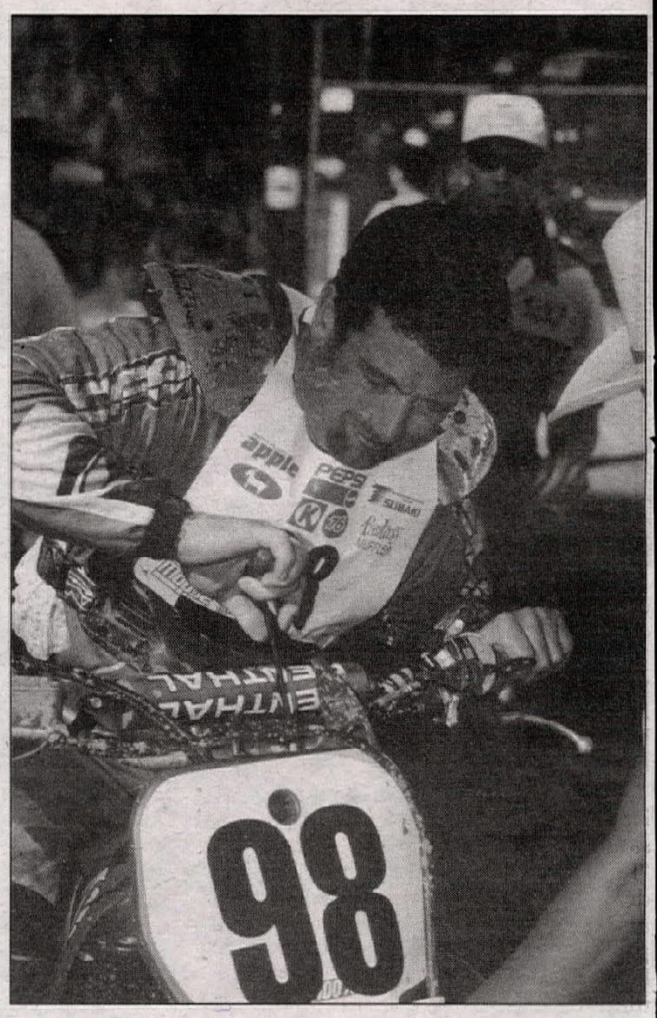
"When we got into lappers I got back by him," said KX125-mounted Esposito about his race with Watts. "Then I slid into some barriers and he went by and pulled away."

Team Green's Abbott was in the mix early on but eventually fell out of the race for the lead. He finished third ahead of Gary Trachy and Mike Baker, two other Elsinore Grand Prix regulars.

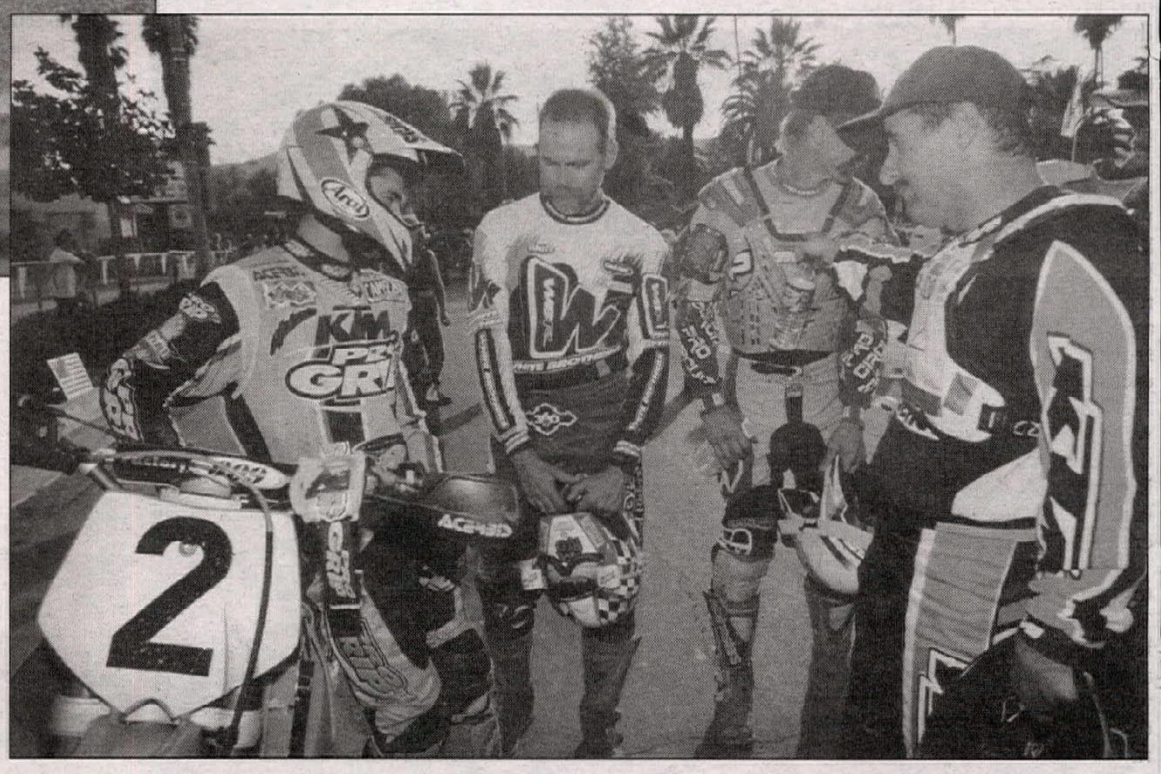
Three races later Watts was back on the paved starting line for the 250cc race, but this time he had even more to prove - although many spectators were not aware of the fact. Worldwide rumors have said that Watts is not capable of racing a 250cc machine successfully, and that that is the reason he sticks to a 125 even though he is at a horsepower disadvantage at the series that the Australian competes in. However, his decisive win in the 250cc race was the win heard across the off-road world.

"I started in the second row," said Watts about his ride on a 250 SX. "I was in the lead halfway through the first lap





(Left) Year after year Gary Trachy signs up for multiple classes at Elsinore, and year after year he posts respectable finishes. Trachy recorded a fourth in the 125cc race and runner-up in the 250cc and Open races.
(Above) The other Shane, (Esposito) ran with Watts in the 125cc race until sliding out in a corner. Still, he finished second. In the Hamel he ran in the front of the pack until his KX250 quit running for reasons unknown.
(Right) Extreme athlete Shaun Palmer added just one more accomplishment to his already long list by finishing the Hamel 100 in the top 15.



(Right) Competitors of the first annual Harvey Mushman team race were required to carry a Beanie Baby with them when they rode and then hand it off to their partners along with the bike. It didn't bother the winning team of (left to right) Watts, Bob Rutten, Brent Wallingsford and Harden any, as the four-man team barely beat out an ATV for the win.

and pulled out a pretty good gap, probably 10 seconds or more. Destry [Abbott] and Scott Myers were in there for a while."

Abbott and Myers did challenge Watts for a while, but a fluke throttle-cable problem for Abbott took him out of the race. Myers went on to finish fourth behind second place Trachy and third place KX250 rider Dana Van Stee.

According to the KTM pit crew, however, Watts' lap times during the 250cc race were slower than those of the 125cc race, a factor that Watts blames on course condition.

"I felt good on the 250, except I got real, mass arm pump. That wasn't too nice," explained Watts. "I was apparently five to six seconds faster a lap on my 125. The track was rougher when the 250s were out there, though."

Just after Watts put KTM on the podium for winning its second race overall on the day, KTM Sportmotorcycles National Sales Manager Scot Harden won yet another Legends race at Elsinore, his third in four tries.

"Marty Moates got the start and I passed him on the second little paved road section," said Harden. "Coming into town I had a real big lead and I was able to cruise the rest of the way. The win is really neat, especially considering there were guys like Rex Staten and LR [Larry Roeseler] and [Brent] Wallingsford, a lot of my personal heroes in that race."

Wallingsford, Moates, Ron Turner and a disappointed Roeseler rounded out the top five in the Legends race.

"I didn't do too good," said Roeseler, who rode a KX250 during the event. "I got a bad start and I honestly haven't ridden since the middle of September." Roeseler would later redeem himself on Sunday, winning the Over 40 class in the combined Over 35/Over 40 race.

With no Watts, and Harden not entered in the Open race, KTM turned to Scott Myers, who outlasted Healey's early lead to win the overall. YZ400-mounted Trachy notched yet another top-five finish, this time finishing runner-up, ahead of Team Green's Dave Ondas.

Watts finished the day by teaming up with Harden, Wallingford and Bob Rutten to win the Harvey Mushman team race, an event held in honor of actor Steve McQueen.

"Our team was made up of three old Baja racers and a man from down under," commented Harden.

The "man from down under," by coincidence, was quite impressed with the entire whoopla of the Elsinore Grand Prix.

"The course is good," commended Watts. "I like all the tarmac bits. I never get a chance to race on the streets at home. It was really fun because you come out of a corner, do a big slide out, grab another gear and keep doing those big drifters. It's awesome."

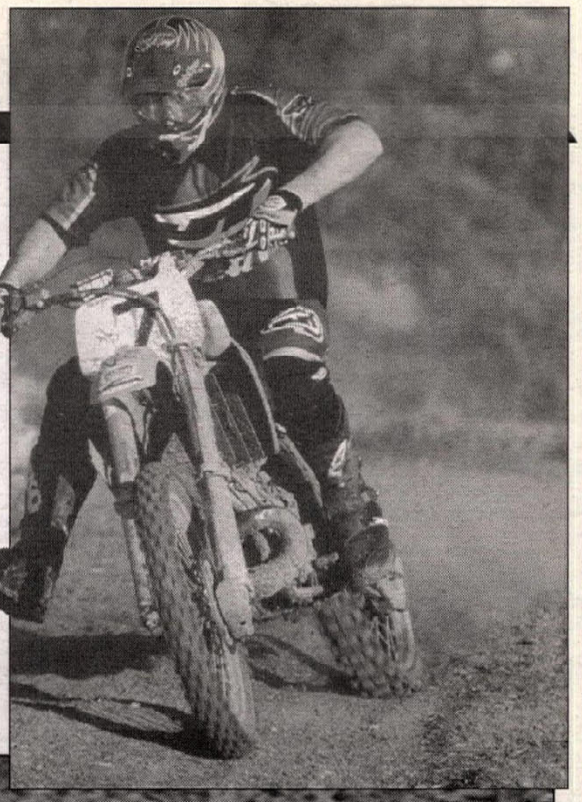
With fun still on his mind, on Sunday morning Watts announced that he would ride a 125 in the Hamel 100 instead of a 250 because of the high-speed circuit.

"I proved that I could race this stuff with the good guys, and I won," said Watts about his success on Saturday. "Today is just like a holiday. If I win it's a bonus, if not I had an awesome day yesterday and I'll have some real good fun today. Plus, riding the 125 gives me a good excuse if I don't win."

More *good guys* showed up to race on Sunday, and the ones that were already there on Saturday picked up a notch with money on the line. Ty Davis, Mike Kiedrowski, Steve Lamson, Gordon Ward, Esposito and Abbott all signed up for the Unclassified or the age-division races on Sunday morning. Every scheduled race on Sunday basically turned out to be a warmup for the Hamel 100, especially for Healey, who finally came to terms with a motorcycle during the Over 25 race.

"Last night I started talking to Larry [Roeseler] about racing the Hamel," explained Healey, who gave up hope on the KX500 on which he had broken down twice on Saturday. "Larry said, 'You can ride my KX250 or KLX365,' and I thought, 'Well, I don't want to ride the 250, it's too rough and it will kill me.' I said, 'Can I ride the KLX?' and he said, 'Yah, yah, you can try it out in the morning and see what you think.' I tried it and I loved it, so we decided that I'd ride it. I raced the Over 25 class against Ty [Davis] and those guys and won. It pulled the bigger bikes easily."

At the end of the first lap of the 1 p.m. Hamel 100 race, it was no surprise to see Davis in the lead aboard his YZ400 with Healey, Watts, Myers, Tra-



(Left) All of the Bostrom brothers made a few trips around the Elsinore course. Here, on Saturday, Ben rides brother Torsten's XR600. Eric and Torsten took part in the Hamel on Sunday.
(Right) Ron Lechien looked as stylish as ever as he competed in the team race with Larry Roeseler and Jeremy Albrect.
(Below) Destry Abbott has had better luck at Elsinore. Abbott ran well in the unscored Unclassified races, but other than that, a third place in the 125cc race was the best the Arizonan could muster up.

chy and Esposito all following rather closely. However, in the past, the Hamel 100 has been all about attrition, and this year was no exception. Davis and Healey went back and forth with the lead, but after the fourth lap of 26, Healey went by Davis for the final time.

"I caught him [Davis] on the second lap and got him over the big table top," said Healey about his battle for the lead. "I just came into it a lot harder then he did and kept it low, actually passed him and then he passed me back on the pavement. I caught him again just before the mud hole. I jumped in the mud hole and just kind of mudded him out. I figured if he didn't get me back in the next turn, he wasn't coming."

Davis didn't come, but it wasn't because he didn't have the speed. Shortly after being passed by Healey, the National Enduro champion tweaked an already tender ankle and pulled out of the race with the fear that it was broken. Lamson suffered the same problem earlier. Racing the new Honda XR650R, Lamson attacked a g-out too fast and too hard and crashed. He too packed up and went home with a possible ankle fracture. As it turns out, both riders escaped broken bones.

Myers' ride was cut short as well when the engine on his KTM 380 quit, as did Esposito's KX250. Abbott as well brought his KX250 to the pits prematurely, the victim of bad luck all weekend.

Lap after lap Healey's mount held together as he opened up his lead on the 100-rider-strong field, and by the final few laps of the event he had a comfortable lead over second place Kiedrowski, who in turn had a comfortable lead over third place Watts, but that all changed rather quickly.

Kiedrowski did not get the best of starts and slowly worked his way up to second place, where he stayed for most of the race.

"I was seventh at the end of the first lap, but I rode my own race and things started happening to everybody. They changed so much toward the end," said Kiedrowski. "Look what happened to me. I'm right there, a solid second, and then on the final couple of laps I run out of gas."

Kiedrowski's bike was left on the side of the coarse motionless and dry, the partial result of a totally bald tire which had spun its way out of the race. While Kiedrowski's pit crew was trying to figure out why their rider had not circled the Elsinore circuit for the last few laps, Healey took the checkered flag.

Watts ran in the front of the pack the entire race and came through the finish shoot well off the pace of Healey, but still claimed second due to Kiedrowski's misfortune. He was very happy with his runner-up spot.

"I thought I was going to be back in 20th or something," said Watts at the finish. "It seems like guys were taking it cautious on the first lap, I don't know why. I'm used to the World Enduro Championship with special tests, so I just held it wide open. I just picked my way through them. You wouldn't expect a 125 to pass all those bikes. They just started having problems. As the race went on I just hung on for the jump out in the back and the tarmac sections, just hanging it out for all my favorite spots."

Team Green desert ace Ondas started slow, but picked up the pace and never dropped off, finishing third, six places better than his ninth-place finish last year. VOR503-mounted Gordon Ward, who won the Over 30 race earlier in the day, diced with KTM 250 pilot Craig Davis the entire 26 laps. Ward got the best of Craig Davis as the two riders rounded out the top five.

Nick Pearson continued his return to racing posting a solid sixth-place finish aboard a YZ400 ahead of the XR400 of Cole Marshall, who made the trip from Northern California to finish seventh. Harden continued his long career of successful racing by finishing eighth overall, one spot ahead the ATK America's Joey Lanza. CR250-mounted Dusty Nabor rounded out the top 10.

Of the approximate 100 entries in the Hamel 100, Healey lapped all but four on his way to the win.

"Yesterday I led every race that I entered and broke every race," said Healey. "I knew as long as I could keep the bike running I could win. I did good today." **CN**

Elsinore Grand Prix
Lake Elsinore, California
Results: November 13-14, 1999

50 BEG: 1. Styles Arnett (KTM); 2. Christian Havlicheck (KTM); 3. Andy Werhanowicz (Hon); 4. Kyle Harris (KTM).

50 EX: 1. Blake Baggett (Cob).

60 BEG: 1. Ricky James (Kaw); 2. Travis Baker (Kaw); 3. J.D. Myerscough (Kaw).

60 NOV: 1. Blake Harris (Kaw); 2. George Jeffers (Kaw).

60 EX: 1. Jamie Lanza (KTM).

80 BEG: 1. Craig Birchard (Hon); 2. Nolan Chott (Suz); 3. Bruce Scranton (Hon); 4. Ryan Knight (Kaw); 5. Mike Bickford (Hon).

80 NOV: 1. Brock Harden (Yam); 2. Jason Domann (Yam); 3. Hollis Lusk (Kaw); 4. Lester Varnum (Kaw); 5. Travis Braunwalder (Hon).

80 INT: 1. David Meyers (Hon); 2. Nick Lopez (Hon).

80 EX: 1. Charles Pearson (Kaw); 2. Sean Gonzales (Suz).

125 BEG: 1. Brian Burns Jr. (Yam); 2. Jesse Jones (Hon); 3. Kris Martin; 4. David Dunham (Suz); 5. Matt Dymond (Yam).

125 NOV: 1. Eric Willis (Yam); 2. Robert Werchery (Yam); 3. Eric Child (Hon); 4. Travis Johnson (Kaw); 5. Chad Rozanek (Suz).

125 INT: 1. Revelle Harrison (KTM); 2. Brent Harden (KTM); 3. Adam Fichtelman (Yam); 4. James Stott (Kaw); 5. Robert Fields (Suz).

125 EX: 1. Shane Watts (KTM); 2. Shane Esposito (Kaw); 3. Destry Abbott (Kaw); 4. Gary Trachy (Yam); 5. Mike Baker (Yam).

250 BEG: 1. Jeff Roehm (Suz); 2. Brandon Appl (Yam); 3. Graham Flaherty (Hon); 4. Mike Harris (Yam); 5. Tony Walters (Yam).

250 NOV: 1. Robert Werschey (Yam); 2. Nick Baroldi (Yam); 3. Bill Johnson (Suz); 4. Bob Kesseler (Suz); 5. Bradley Brown (Suz).

250 INT: 1. Tracy Meeks (Yam); 2. Cole Gress (Suz); 3. Todd Gould (Suz); 4. Dusty Nabor (Hon); 5. Mike Webb (Suz).

250 EX: 1. Shane Watts (KTM); 2. Gary Trachy (Yam); 3. Dana Van Stee (Kaw); 4. Scot Myers (Yam); 5. Greg Tracy.

OPEN BEG: 1. Tim Mounce (Yam); 2. Peter Dobrotin; 3. Thomas Fullman (Yam); 4. Mike Kern (Yam); 5. Michael Bergman (Yam).

OPEN NOV: 1. David Boyd (Hon); 2. Andy Dix (Hon); 3. Eric Metzger (Yam); 4. Chad McIntosh (Hbg); 5. Robert Bucy (Hon).

OPEN INT: 1. Hans Vanderwaal; 2. Tom Englehardt (Yam); 3. Allen Poore (Hon); 4. Darren Lowrey (Yam).

OPEN EX: 1. Scott Myers (KTM); 2. Gary Trachy (Yam); 3. Dave Ondas (Kaw); 4. Bryan Paquette (Hon); 5. Dan Evans (Kaw).

4-STRK BEG: 1. Anthony Brooks (Hon); 2. Randy Snodgrass (Hon); 3. John Nowak (Hon); 4. Michael Bergman (Yam); 5. Anthony Castillo (Yam).

4-STRK NOV: 1. Rino Navera (Yam); 2. Kevin Hill (Yam); 3. Mark Stuckert (Hus); 4. David Treen (Yam); 5. Jerry Halman (Hon).

4-STRK INT: 1. Glen Shearer (Yam); 2. Darren Lowery (Yam); 3. Brett Daugherty (Yam); 4. George Pennington (Yam); 5. Vince Skandunas (Hus).

4-STRK EX: 1. Mike Baker (Yam); 2. Scott Myers (Yam); 3. Larry Roeseler (Kaw); 4. Brent Blount (Yam); 5. Kurt Pfeiffer (Yam).

D/SPT BEG: 1. Thomas Greier (Kaw); 2. Stormie Seibold; 3. Stephen McKnight (Hon); 4. Mark Bell (Hon); 5. Dave Beamon (Hon).

D/SPT NOV: 1. Richard Hersh (Hon); 2. Todd Hess (Kaw); 3. Jon Lee (Yam); 4. Jim Conner (Yam); 5. Kenneth Hunter (Hon).

D/SPT INT: 1. Pat Maloney (Hon); 2. Bob Rowland (KTM); 3. Bryan Menne (Hon); 4. Dwayne Scrivnor (Hus); 5. Karl Crooks (Kaw).

D/SPT EX: 1. Steve Brunelle (Yam); 2. Dave Brown (Hon); 3. Randy Minter (Suz).

BMBR BEG: 1. Chris Wood (Hus); 2. Mark Vargas (Yam); 3. Bill Fullerton (Mai); 4. Jeff Craddock (Hus); 5. Greg Mattocks (Hon).

BMBR NOV: 1. Terry Tate (Suz); 2. Gary McCredie (Yam); 3. Rick Anderton (Yam); 4. Jerry Johnson (Hon); 5. Kenneth Dupper (Kaw).

BMBR INT: 1. Bill Waite (Suz); 2. Nick Carapella; 3. Thomas Englegardt (Yam); 4. Mike O'Steen (Hus); 5. Richard Yelkin (Hus).

BMBR EX: 1. David Fisher (Suz); 2. John LeFervre (Hus); 3. Steve Furman; 4. Bruce McDougal; 5. Allen Wenzel (Hus).

VIN BEG: 1. Matthew Lee; 2. Bill Fenstmacher; 3. Brook Mussick; 4. Gary Hollman; 5. Albert Mach.

VIN NOV: 1. Al Nowocinski; 2. Eric Sedor; 3. Mike Sipe; 4. Steve McClean; 5. Michael Johnstone (BSA).

VIN INT: 1. Dwayne Scrivnor; 2. Marc Locke (Hus); 3. Richard McCormak; 4. Don Hartley; 5. Ken Markling.

VIN EX: 1. David Fisher (Hus); 2. John LeFevre (Hus); 3. Bruce McDougal; 4. Steve Furman; 5. Norm Bigelow.

SDCAR INT: 1. Jim Pocaro/Rick Brown (Tri).

SDCAR EX: 1. Marc Claus; 2. Victor Palfreyman; 3. Mike Burns/Bob Morgan; 4. David Krohn/Gary Cass; 5. Les Ketchum Jr./Mike Gordon.

25+ BEG: 1. Mike Kern (Yam); 2. Tony Walters (Yam); 3. Eric Petersen (Yam); 4. James Hernandez (Suz); 5. Scott Shivley (Yam).

25+ NOV: 1. Nick Baroudt (Yam); 2. Chuck Anaya (Suz); 3. Mark Finley (Suz); 4. Bradley Brown (Suz); 5. Che Smith (Hon).

25+ INT: 1. Greg Mau (Yam).

25+ EX: 1. Mike Healey (Kaw); 2. Shane Esposito (Kaw); 3. Steve Lamson (Hon); 4. Dustin Evans (Hon).

30+ BEG: 1. Drew Ashby (Hon); 2. Brad Jackson (Hon); 3. Ron Brookshire (Yam); 4. Glenn Pillsbury (Hon); 5. Jeffrey Paull (Kaw).

30+ NOV: 1. Kelly Lee (Yam); 2. Andy Dix (Hon); 3. Eric Meztger (Yam); 4. Travis Smith (Hon); 5. Don McGlaughlin (Hon).

30+ INT: 1. Tracy Meeks (Yam); 2. Cole Gress (Suz); 3. Troy Lee (Yam); 4. Sean Finley; 5. Todd Gould (Suz).

30+ EX: 1. Gordon Ward (VOR); 2. Luca Trusardi; 3. Rex Staten (VOR); 4. Steve Fontanini (Kaw); 5. Tim McNulty (Yam).

35+ BEG: 1. Jeff Roehm (Suz); 2. Larry Landes (Yam); 3. Scott Jones (Yam); 4. Tim Muto (Yam); 5. Gregg Ryan (Hon).

35+ NOV: 1. Robert Werschey (Yam); 2. Mike Smith (Kaw); 3. Robert Bucy (Hon); 4. Doc Charbunneau (Yam); 5. Robert St. John (Yam).

35+ INT: 1. Rod Fowler (Yam); 2. Ed Stouin (Yam); 3. Mark Dwyer (Suz); 4. John Janssen (Yam); 5. Robert Berney (Yam).

35+ EX: 1. Mike Baker (Yam); 2. Kurt Pfeiffer (Yam); 3. Bryan Paquette; 4. Keith Lynas (Yam); 5. Tim Tucker (Kaw).

40+ BEG: 1. Henry Jacobson (Yam); 2. Don Reed (Yam); 3. Chuck Sacks (Yam); 4. Greg Goerl (Yam); 5. Alan Hoover (Yam).

40+ NOV: 1. Steve Baker (Hon); 2. Colin Birtles (Yam); 3. Mark Anderson (Yam); 4. Rick Melgren (Kaw); 5. Al Nowocinski.

40+ EX: 1. Larry Roeseler (Kaw); 2. Rex Staten (VOR); 3. Ron Turner (Yam); 4. Clayton Blood (Hon); 5. Jim Gibson (Kaw).

50+ BEG: 1. Greg Remsen (KTM); 2. Kenneth Hatra (KTM); 3. Jeff Waldrop (KTM); 4. Don Morse (Yam); 5. Stewart Knight (Suz).

50+ NOV: 1. Terry Messer (Hon); 2. Ray Thigpen (KTM); 3. Boyd Abbott (Kaw); 4. Rob Hill (Yam); 5. Chuck Weedon (Kaw).

50+ INT: 1. Terry Morairty (Hon); 2. Bob Ridgway; 3. Daniel Hundley (Hon).

50+ EX: 1. Rob Beggs (Kaw); 2. T.V. Holmes (Hus); 3. William Alvord (Hon); 4. Chuck Koistra.

WMN BEG: 1. Alisa Wallingsford (Kaw); 2. Carole Franks (Yam); 3. Monica Mora (Yam); 4. Jorja Tucker (Kaw); 5. Tricia Lane (Hon).

WMN NOV: 1. Amber Pickett; 2. Denise Lane (Hon); 3. Kate Kochederfer (Yam).

WMN EX: 1. Kelly Yancey (Kaw).

Team: 1. Shane Watts/Scot Harden/Brent Wallingsford/Bob Rutten (KTM).

Legends: 1. Scot Harden (KTM); 2. Brent Wallingsford (Kaw); 3. Marty Moates (Yam); 4. Ron Turner (Yam); 5. Larry Roeseler (Kaw).

Hamel 100: 1. Mike Healey (Kaw); 2. Shane Watts (KTM); 3. Dave Ondas (Kaw); 4. Gordon Ward (VOR); 5. Craig Davis (KTM); 6. Nick Pearson (Yam); 7. Cole Marshall (Hon); 8. Scot Harden (KTM); 9. Joey Lanza (ATK); 10. Dusty Nabor (Hon).

Yamaha 540 dirt tracker, Part 2

The key ingredient

By Scott Rousseau

I can already hear it coming. Maybe by now you have taken a look at the photos of our "broken down" old project Yamaha dirt tracker, perused your own machine and then nearly choked to death once you looked at the price list to see the cost of the parts that we used to convert our rusty iron to flat-track gold. Yes, our bike, with its dirt track fiberglass bodywork, gleaming paint and trick rear-brake setup, is an example of how far you can go in building a competitive budget-racer.

But the neat thing about converting a TT is that you can take your time and, with the right approach to the project, spend a little bit or a whole wad to make the machine as nice as you like. Heck, I'll admit it: I have gotten my butt whipped by guys running TTs or XTs with nearly stock engines, stock tanks and the original front and rear hubs laced up to 19-inch hoops. In fact, the first such TT that I ever rode was no more than just that - with a worn-out stock motor to boot. But I had a great time on the bike because it featured the key ingredient that is a *must* if you are going to get a stock-framed TT or XT to act like a more exotic knight or champion. That's where Rick Anders of Anders Racing Products comes in. Anders has been racing flat track and motocross in the Southern California area since the '60s, and he knows TTs. He has been performing flat-track conversions on the venerable thumper since buying his first one in the early '70s. To this day, the El Cajon, California-based fabricator believes that TTs are the hot setup for several reasons, especially when compared to some of the so-called "dirt trackers" that have been mass-produced recently by some of the smaller dirt bike manufacturers

"Lets face it, a Rotax is a far superior engine than a TT500, but what you gain in motor, you lose in chassis because you can't use the power of these factory production dirt trackers - that's what they're calling them, but they're really just motocrossers with a few changes," Anders says. "In terms of bang for the buck, you still can't beat a TT500. Over the years I've come up with a few changes and innovations that I have perfected on them."

First, we had to disassemble our stock XT and get it ready. The teardown was pretty straightforward, as our bike had at least been garaged, which meant that no fasteners were frozen into place. After yanking the motor out of the chassis, we went ahead and trucked the engine off to Anders' shop to begin the conversion process. The engine, meanwhile, was sent to Johnny Isaacs at Total Performance Racers & Restoration in Tulsa, Oklahoma.

Like the teardown itself, most of the labor involved in modifying the chassis is fairly mundane stuff, according to Anders. It just takes a little time.

"We cut the head, and we fabricate a swingarm," Anders says. "We cut away all the extra tabs on the frame. We have to mount a seat and [make mounts] for the footpeg and brake pedal. We can also move the shifter over to the right side of the engine. We can do this by going through the cases, but for the low-budget racer I would suggest going through the frame itself. I build a mechanism that stands right in behind the engine, below the swingarm pivot, that turns it into a right-side shift.

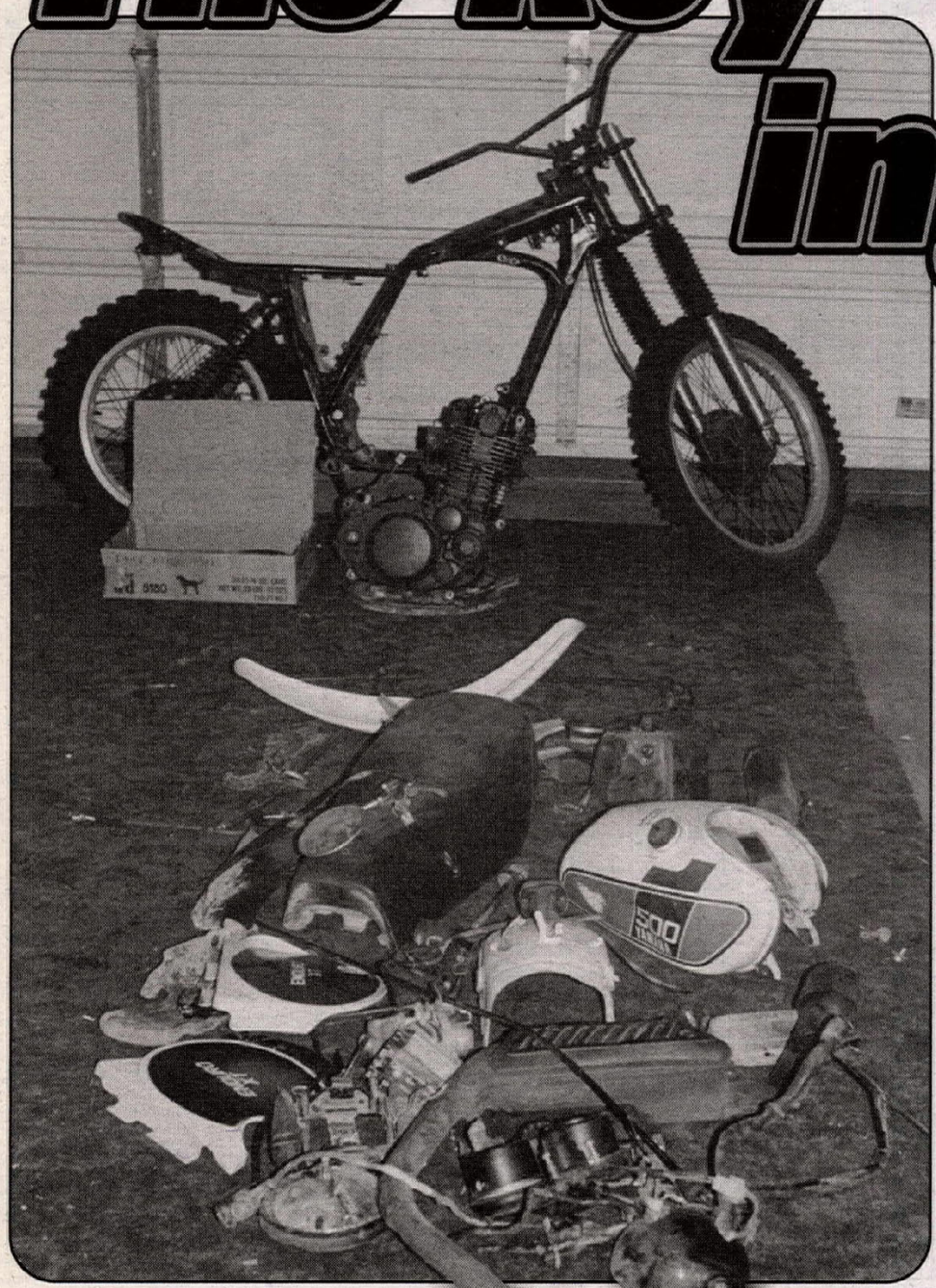
"If a guy is bringing me a rolling chassis, and I stay on it diligently, I can do the whole thing in about a week," Anders says. From the time that I get the rolling chassis to the time that it goes out the door is about seven working days."

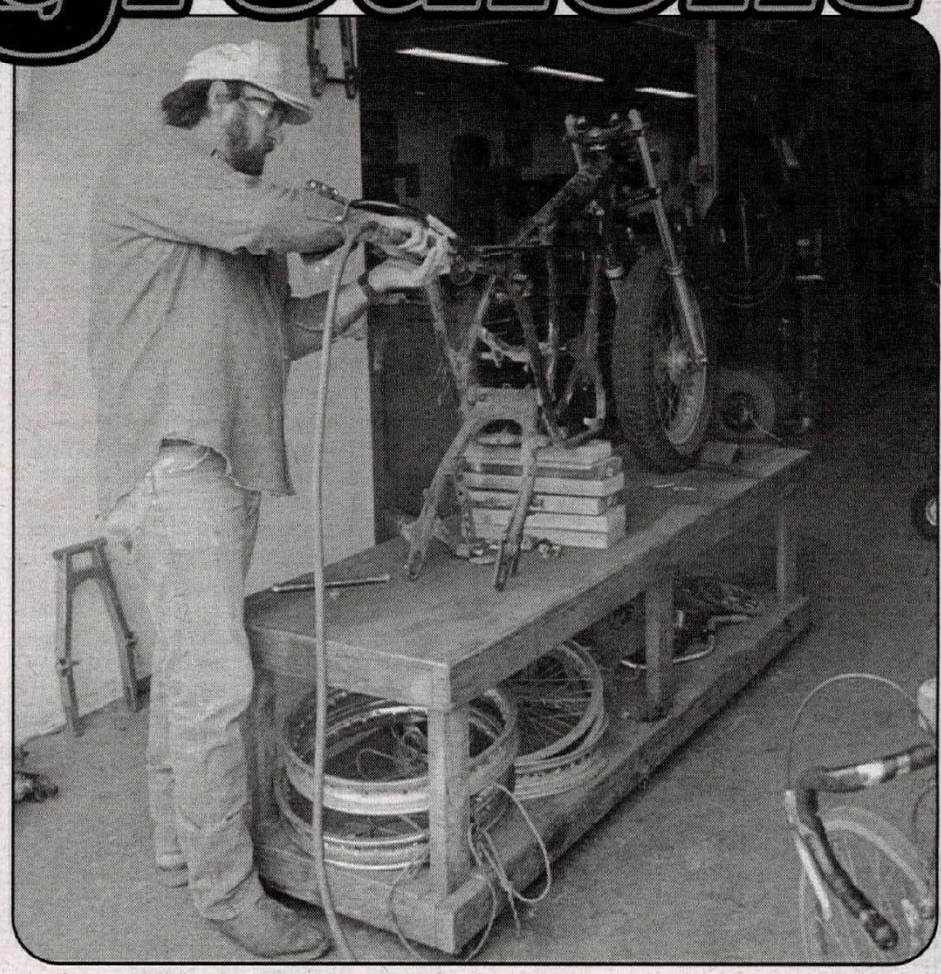
Anders usually starts off by removing the rear frame loop so that a fiberglass seat can be used, and grinding the steering stops down a bit for more turning radius. But the neck and swingarm are the key ingredients to the whole concept of setting up a TT or XT for flat track use. In order to make the machine handle, the steering head must be cut off and rewelded to alter the steering geometry. This is the single most important step in the entire process, and can make all the difference between a bike that corners on rails and one that flops around like a dead carp when bent into a turn. For that reason, Anders is somewhat guarded when pressed to divulge what he considers to be the ideal rake for his own chassis conversion. Even so, he is willing to give do-it-yourselfers some solid ballpark numbers.

"If a guys sets up between 24 and 27 degrees, he should be okay. Not everyone wants it to be the same, anyway. That 24 works well for real tight tracks, while a 27 will be much more stable at higher speeds. I've come up with what I feel is an ideal number for most guys, but rider preference can come into it."

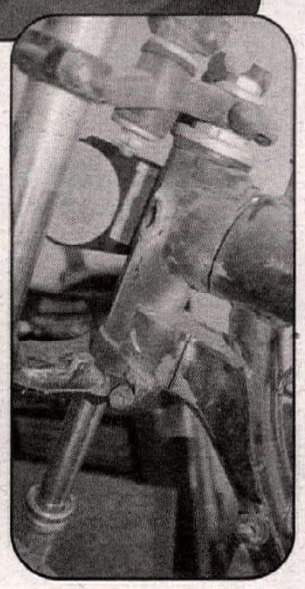
With the neck cut off and rewelded at its new angle, Anders turns his attention to the swingarm, which is perhaps the second most important part of the process, and although Anders recommends that you buy one of his lengthened steel or cromoly units, the stocker can be made to work if you are willing to weld on axle plates that will allow you to pull the rear wheel back about one inch further. We went with an ARP unit, but perhaps the most interesting thing about either choice is that the rear geometry is such that 14-14.5-inch shocks can be utilized. Conventional dirt trackers use much shorter shocks, which is the giveaway that this is one of Anders' cost-cutting maneuvers.

"That length of shock is easy to come by," Anders explains. "When you start going to the shorter shocks, they have to be specially made. A lot of your older-vintage motocross bikes use 14.5-inch shocks, so if a guy is low on money and can't afford a set of Works Performance or Progressive shocks, or if he has an





(Left) The easiest part of any project bike, the teardown.
(Above) Rick Anders of Anders Racing Products begins the transformation of our chassis. A complete rework runs about $1000.



(Above) The rear frame loop was cut off to facilitate the mounting of a fiberglass dirt track seat. (Right) In addition to cutting and remounting the steering head, Anders grinds back the steering stops to allow for a tighter turning radius.

older set of Fox shocks or whatever... the idea is to keep the costs down."

As part of the conversion, Anders also manufactures and sells sets of the 6061 T-6 aluminum footpeg brackets (as well as a brake hangar) that allow a rider to move the footpegs around for maximum comfort. These pieces can also be purchased separately for someone with good welding skills who wants to save a little money by doing more of the work himself. That's something that Anders can live with. After all, that is the whole basis for converting TTs and XT500s in the first place.

"The whole idea is that the low-budget racer or the sportsman rider can have a bike that is actually competitive on tracks up to three-eighths of a mile, and he can feed his family and make his house and car payments, and still go out and have fun racing," Anders says. "If you order just a chassis from someone like a C&J, you're looking at $2800 by the time you get the glass and the frame. That's no shocks or anything. These [TT or XT] bikes get people out on the race track on a very low budget, and you can build a little more horsepower into the engine if you want to spend the money. Also, engine parts are readily available at your Yamaha dealer. For the amount of money that you're going to spend, the TT500 is your best bet."

We think so too, but just the same, we plan to go for a little more grunt in our powerplant. Next week we'll pay a visit to Johnny Isaacs at Total Performance Racers & Restoration to find out what can be done to generate a few more ponies. CN

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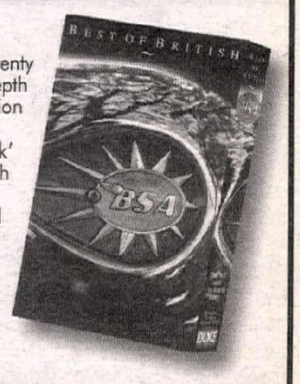

(#1088) At the end of the 1950s, no company in the world was selling more motorcycles than Britain's BSA Group. A little over twenty years later, the giant conglomerate was out of business, crippled by complacency, bad management and lack of investment. This in-depth video tells the full story of the BSA, from its beginnings in the armaments trade of the 18th century, through the glory years of domination of the world motorcycle market, to the final sorry climax.

At the British National Motorcycle Museum we review the greatest bikes to bear the unique 'Piled Arms' trademark, from the 'Roundtank' and 'Sloper' models of the 20s and 30s to the incomparable 'Gold Stars', 'Road Rockets' and 'Rocket 3' machines that were the top British bikes of the 60s and 70s.

In America the BSA importers had more enthusiasm for racing. Bobby Hill scored the company's first Daytona 200 win in 1954 and Dick Mann did it again in 1971. We talk with both of them about their successes, as well as with Dick's teammate Don Emde who took a Daytona 3rd in 1971.

Back in England it was motocross and trials that were the focus of the BSA competition effort. Double World Motocross Champion Jeff Smith reminisces about his title wins along with his teammate and BSA competition manager Brian Martin. Gold Star specialist Eddie Dow tells how he won a Gold Medal in the ISDT and followed it up with a win in the Isle of Man Clubmans TT. Finally Chris Vincent remembers his win in the 1962 Sidecar TT on the Isle of Man, the only time that a BSA ever won a World Championship Road Race.

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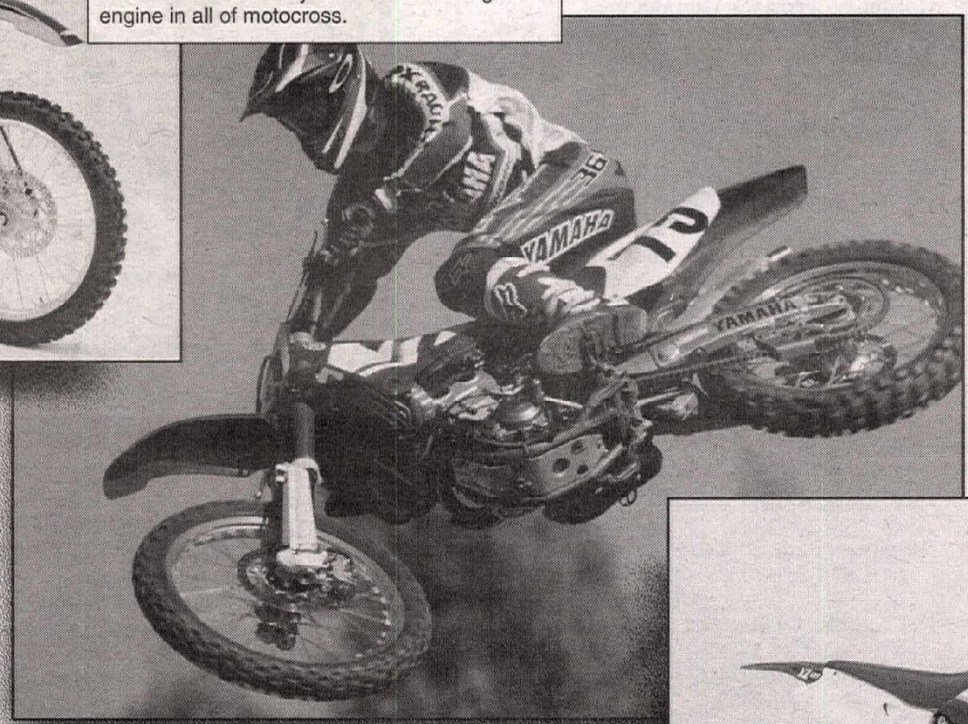
Meet the new boss: the all-new YZ426F powerplant. From its rebored cylinder and retooled internals to the larger-capacity radiator and brand-new flat-slide FCR mixer with TPS, the YZ426Fmill ushers in the new millennium as the most revolutionary and hardest-hitting engine in all of motocross.



The 2000 YZ125 gets new cylinder construction, with larger exhaust porting and a reshaped YPVS power valve that work together to bring you even greater low-and mid-range muscle, while remapped ignition timing keeps this more potent powerplant firing with optimal precision. And speaking of power, what goes best with a little boost in muscle? Hint: Weight loss, courtesy of a new aluminum subframe and suspension internals. The 125 also gets a bunch of trick chassis mods, like independent compression adjustability on the rear shock, new low-friction outer fork tubes, a reshaped steering crown, even an all-new front fender and number plate. Bigger power, better suspension, smoother shifting. This is how much more dominant a bike can get.

The YZ400F has sent industry experts searching for superlatives ever since it took the MX scene by storm just two years ago. Doug Henry merely drove home the point by winning the '98 National Outdoor title. Well, get ready to have your world rocked-again. Introducing the new, more-powerful-than-ever YZ426F. First off, we've rebored that revolutionary ultra-short-stroke, liquid-cooled, 5-valve thumper and retooled the piston and crankshaft. Dropped in a brand-new 39mm Keihin flat-slide FCR carb with throttle position sensor (TPS) and a newly integrated hot-start button. Fitted a works-style clutch lever with an all-new race-spec barrel adjuster. Reshaped the silencer. And tweaked first-and second-gear ratios while beefing up clutch capacity with larger, stronger plates. The result? Try a sharp boost in power and throttle response and a broad, flat torque-band that spells instant hook-up for you - and instant headaches for anyone in your wake. A new subframe and aluminum suspension internals shave weight, and we've repositioned the steering head pipe to create a more compact wheelbase for lighter feel. Greater power. Lighter chassis. Smoother suspension. Quicker steering. A new revolution has begun.

Coupled with the lowered rear subframe, the 125's redesigned steering crown and more-forward bar position offers greater weight transfer flexibility over whoops and while railing through corners.

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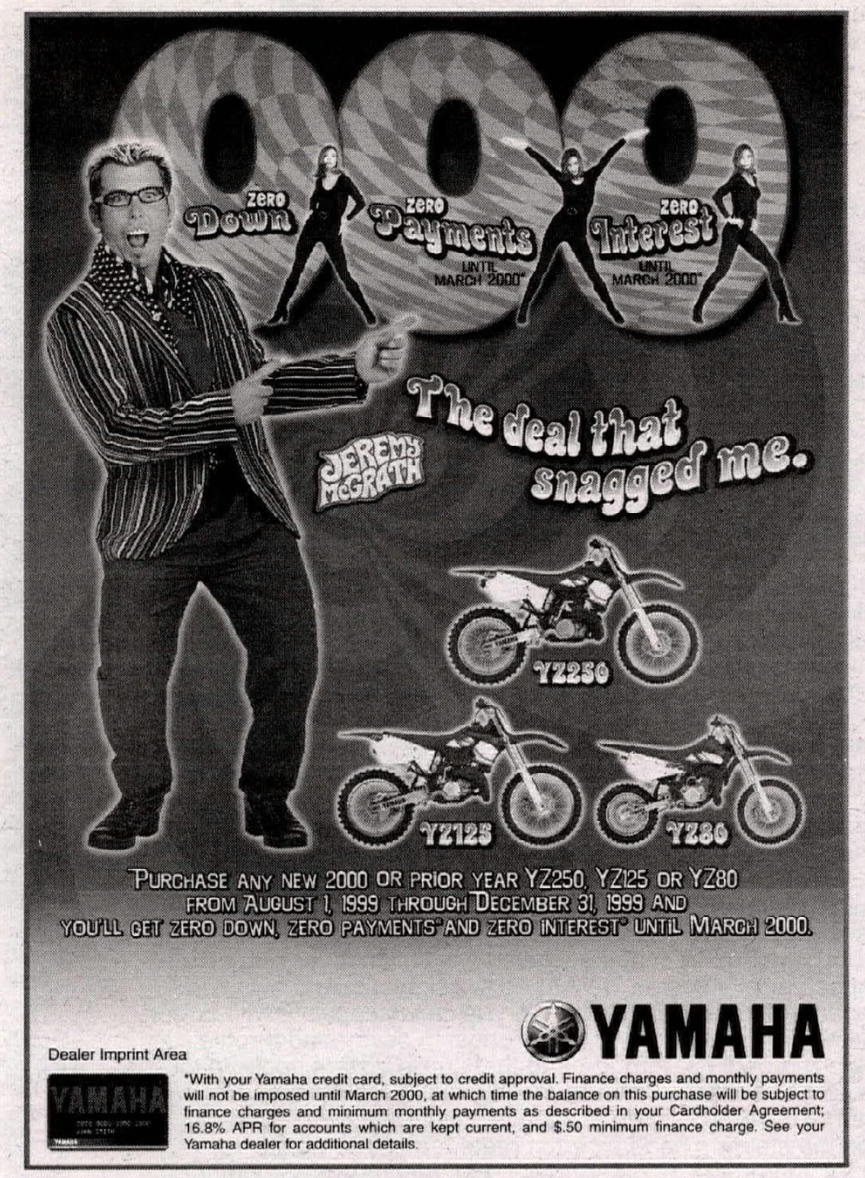

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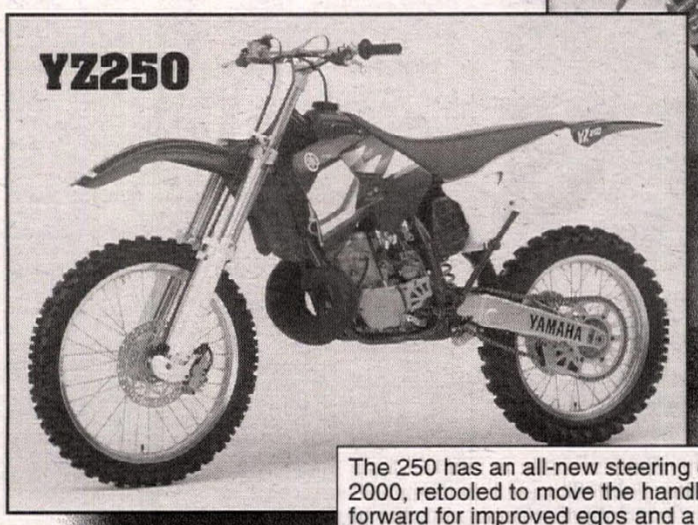
Talk about your perfect marriages. Jeremy McGrath. The YZ250. And back-to-back Supercross championships. If this combination were any more lethal, the competition might not even bother showing up. Well, folks, things could get awfully lonely this year, because the new YZ250 has just gotten even better. A new 38mm Keihin PWK Carburetor, with TPS (throttle position sensor) and repositioned power jet, gives this year's YZ a meaner, berm-shredding bite with bigger mid-range hit, stronger top-end, more torque and greater over-rev capacity. Hooking this seriously potent powerband up to the rear wheel is a retooled clutch setup, with a new stainless steel cable and a works-style adjustable lever cable and a works-style adjustable lever system that delivers better feel and smoother pull. The new YZ250. Because we don't believe in making compromises. Or in taking prisoners.

Pint-sized powerhouse: The YZ80 boasts performance as durable as it is hard-hitting. As in 83cc of crankcase reed-inducted muscle firing inside cylinder walls impregnated with space shuttle-spec ceramic composites, which spells better heat dissipation and thus longer engine life for your machine.



The 250 has an all-new steering crown for 2000, retooled to move the handlebars slightly forward for improved egos and a more aggressive riding position, which translates to greater weight transfer flexibility while roosting in the heat of battle.

Let's face it: You're never too young to start winning. And It's never too late to climb aboard the machine that'll give you the greatest advantage on your way to the top of the motocross ladder. This amazing mini shares the same cutting-edge YZ tech as its larger siblings. Like 83cc of screaming, liquid-cooled, crankcase-inducted power, put to the dirt by the slickest-shifting 6-speed gearbox in the class and a heavy-duty, 12-plate clutch that barely flinches when you're railing in the 5-digit rpm zone. Couple this potent powerplant to a super-rigid, race-bred frame, fully adjustable suspension at both ends armed with 11" of travel, and speed-scrubbing disc brakes, and you'll quickly come to realize the only thing "mini" about the YZ80 is its size. You'll also come to discover that, once you've thrown your leg over this class-leading machine, you better start getting used to winning. Big time.

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Final Round: Hungry Valley SVRA

DISTRICT 37 BIG SIX GRAND PRIX SERIES

(Left) At the end of the first lap Pearson takes over for Davis on their way to the overall.

A day before finishing third at the White Brothers World Vet Championship Motocross, Montclair Yamaha's Ty Davis (left) showed up at the California Grand Prix and won the Four-stroke race. He then teamed with Nick Pearson to win the prestigious Team Race later in the day. (Above) Team Green's Dave Ondas is in the hunt for his first D-37 Open Expert championship. He bettered his chances by taking the Open Expert honors on Sunday. Saturday saw Ondas and his Best in the Desert teammate Shane Esposito take second in the Team Race.

Davis & Pearson debut as winning team

By Matt Freeman

GORMAN, CA, NOV. 6-7

The Prospectors MC California Grand Prix is one of the most well-known dates on the District 37 competition calendar for two reasons. First, the Hungry Valley SVRA-hosted race is the final event of the Big Six Grand Prix Series, where more times than not participants are trying to get in one last ride to accumulate as many year-end points as possible. With each of the six events drawing well over 1000 entries at every round, the Southern California series has become one of the most pretigious in the country, and with contingency money and class championships on the line, round-six is a must-attend race.

The second reason why top riders like Ty Davis, Mike Healey and Spud Walters attend the California Grand Prix is because of the purse money that is given away after Saturday afternoon's team race. Over the past couple of years, Walters and partner Drey Dircks have been hard to beat. In fact, the duo usually shows up with a bone stock CR250, steel handlebar and all, and still manages to hold off such competition as Jeff Wiloh and Erik Kehoe. But not this year. Word got out that there was a nice payday to be had at Gorman, and unfortunately for Walters, his usual partner, Dircks, was not available to race. As it turns out, Honda test rider Ray Sommo filled Dirck's shoes nicely, but Montclair Yamaha's YZ400-mounted team of Davis and Nick Pearson were more than any team could handle after 90 minutes around the 9-mile course.

The race scheduled before the team event on Saturday was the Four-Stroke/Vintage/Classic/Dual Sport race, and as a warm up for the money race, Davis easily came away with the win after passing YZ400-mounted Gary Trachy early on. So, when the team race rolled around, Davis was no stranger to the Prospector's course, which was run backward from last year's event. After the completion of the first lap, Davis was out in front and handed the bike over to Pearson, who was making his debut appearance on a Yamaha after a successful career on KTMs. Pearson did not disappoint and kept the unfamiliar ride up and running every time it was his turn to ride. Davis equaled the deal, and the pair collected first-place money.

Behind the lead team were some 37 other teams, including second place finishers Dave Ondas and Shane Esposito, mounted on a KX500. Third went to the newest installment to Suzuki's off-road squad, Mike Kiedrowski and Suzuki test rider Rich Taylor. At times the Kiedrowski/Taylor RM250-mounted team got awfully close to Esposito and Ondas, but between Ondas' off-road savvy and Esposito's motocross skills, the Team Green-sponsored team was able to hold the runner-up spot all the way to the end.

Riding a Team Green-sponsored KX125, Kurt Caselli and Joey Lanza screamed to fourth overall, finishing just a tad off the pace of Taylor and Kiedrowski. The ride was impressive indeed for an eighth-liter machine on a definite Open bike circuit. Rounding out the top five were KTM-mounted Scot Harden and Chris Neitzel. For the second year in a row, Harden received a last-minute partner, and for the second year in a row he finished in a top-10 money-paying position.

As for the Walters/Sommo team, they suffered problems early on and then ran out of gas, posting a DNF for the day. Mike Healey and Mouse McCoy were just as disappointed, as they too had high hopes of taking the overall win. Instead McCoy crashed on the first lap and could not get the big YZ400 started for quite some time. Sore and shaken up McCoy finally got the bike to Healey, but it was too little too late. The crash would not allow McCoy to race any further.

Overall on the weekend, Ondas and Esposito actually posted the most successful results. Espostio posted a top-three finish on a borrowed KLX300 in Saturday's Unclassified race, and then went on to win the 250cc/Open race on a borrowed KX250 during the Sunday program. Ondas finished seventh in the unclassified race on his usual KX500 mount and then went on to first Open Expert behind Esposito in the 250cc/Open race.

Harden had a busy weekend as well, winning the Senior Expert/Amateur event and finishing second to YZ250-mounted Willy Simons in the Vet Expert/Amateur race. Even with a second-overall finish, Harden still finished first in the Open Vet Expert class. CN

California Grand Prix
Hungry Valley SVRA
Results: November 6-7, 1999
(Final round)

UNCLD: 1. Jamie Graham; 2. Mouse McCoy (Yam); 3. Shane Esposito (Kaw); 4. Willy Simons (Yam); 5. Mike Kiedrowski (Suz).

SDCAR: 1. Dustin Hiniker; 2. Vic Palfreyman; 3. Pete Whitney; 4. David Hersey; 5. Mike Burns.

SR OPEN EX: 1. Scot Harden (KTM); 2. John Ferro; 3. Mike McGee (Kaw); 4. Buddy Bosh; 5. Steve Argubright.

SR OPEN AM: 1. Kirk Koualeff; 2. Tim McArdle; 3. Jerry Coffey; 4. Richard Jansen; 5. Doug Haas.

SR OPEN NOV: 1. John Kneus; 2. Scott Ferko; 3. Bruce Young; 4. Corey Rudolph; 5. Ray Conway.

SR OPEN BEG: 1. Ernie Balderrama; 2. Greg Goerl; 3. Albert Balderama; 4. Gary Higgins; 5.Steve Yamaichi.

SR 250 EX: 1. Bob Maxwell; 2. Andy Segale (Kaw); 3. Charlie Barney (G-G); 4. Jeff Haase; 5. Terry Davis (Kaw).

SR 250 AM: 1. Jon Whitcomb; 2. Larry Gross; 3. Jim Brown; 4. Tip Webb; 5. Ken Tomeo.

SR 250 NOV: 1. Jeff Kaplan; 2. Dwayne Franks; 3. Bob Gilbert; 4. Tim Sloan; 5. David Myers.

SR 250 BEG: 1. Marc Warner; 2. Gary Hart; 3. Gary Watkins; 4. Tim McCue; 5. James Davis.

MAG EX: 1. James Connolly (Hon); 2. Steve Thompson; 3. Frank Brewer; 4. Dennis Patterson; 5. Norm Gaiger.

MAG AM: 1. Clarke Coleman; 2. Rodger Flaming; 3. Waayne Rutledge; 4. Joel Vogt; 5. Phil Black.

MAG NOV: 1. Ken Hogue; 2. Larry Berg; 3. Mike Dintelman.

S/SR EX: 1. Ray Bandfield.

WMN EX: 1. Michelle Cassella (Kaw); 2. Kassie Gray; 3. Mary Sullivan (Kaw).

WMN AM: 1. Sarah Schilke (Yam); 2. Vanessa Crawford.

WMN NOV: 1. Kristen Southworth; 2. Emily Mason; 3. Amie Mann; 4. Frosty Cannon.

WMN BEG: 1. Brenda Hoffman; 2. Cendy Daugherty.

4-STRK EX: 1. Ty Davis (Yam); 2. Gary Trachy (Yam); 3. Willy Simons (Yam); 4. Justen Pelties; 5. Jim McGrath (Yam).

4-STRK AM: 1. Todd Flaming; 2. Brad Daugherty; 3. Jeff Meek; 4. Todd Smart; 5. Brent Carnahan.

4-STRK NOV: 1. Mark Bowen; 2. Chad Macintosh; 3. Alex Olteanu; 4. Darin Doucette; 5. Matt Breyer.

4-STRK BEG: 1. Matt Gosnell; 2. Rod Robertson; 3. Dominick McCormick; 4. Max Scharits; 5. Jon Corina.

D-SPT AM: 1. J.D. Lavancil.

D-SPT BEG: 1. Tod Thawley; 2. Tom Rothrock; 3. Kirk McRoberts.

VINT EX: 1. Buddy Bosh; 2. Charlie Barney.

VINT AM: 1. Larry Jones.

VINT NOV: 1. Patrick Cook; 2. Mike Johnstone; 3. Vinnie Mandzak; 4. Ray Simmons; 5. James Kohls.

CLSC EX: 1. Rick O'Donnell (Hon); 2. Rudy Abele; 3. James Connolly (Hon).

CLSC AM: 1. Will Lighthart; 2. Joe Atkinson; 3. Louis Harker; 4. Steve Dillon; 5. Jeff Dillon.

CLSC NOV: 1. Terry Tate; 2. Darrell llen; 3. John Yokoyama; 4. Larry Taannas; 5. Eric Larson.

CLSC BEG: 1. Gavin Brown.

TEAM: 1. Ty Davis/Nick Pearson (Yam); 2. Dave Ondas/Shane Esposito (Kaw); 3. Mike Kiedrowski/ Rich Taylor (Suz); 4. Kurt Caselli/Joey Lanza (Kaw); 5. Scot Harden/Chris Neitzel (KTM); 6. John Braasch/Joel Albrect (Kaw); 7. Abe Baumann/Doug Chiapuzio (Kaw); 8. Rick O'Donnel/Fred Hatch; 9. Charlie Morris/Mickell Brix (Hon); 10. Matt Gosnell/Trent Sandoval.

VET OPEN EX: 1. Scot Harden (KTM); 2. Paul Krause (Yam); 3. Rick O'Donnell (Hon); 4. Jerry Black.

VET OPEN AM: 1. Randy Commans; 2. Tom Miller; 3. Eric Fekkes; 4. Don Benson; 5. Brian Munson.

VET OPEN NOV: 1. Mark Ault; 2. Mark Bowen; 3. Ben Geissel; 4. George Rosenbaum; 5. Michael Black.

VET OPEN BEG: 1. Tom Oliver; 2. Brian Lee; 3. Jeffrey Beeh; 4. Chris Dyer; 5. Barry Oakes.

VET 250 EX: 1. Willy Simons (Yam); 2. Jon Parks (Hon); 3. Fred Hatch (Kaw); 4. Dennis Gallagher (Yam); 5. Paul Shafer (Yam).

VET 250 AM: 1. John Langhammer; 2. Larry Gross; 3. Steve Liggett; 4. Dave Jensen; 5. Ken Price.

VET 250 NOV: 1. Sam Maute; 2. Cameron Robinson.

VET 250 BEG: 1. Doug Ford; 2. Lance Kremer; 3. Brad Stewart; 4. Allen Johnston; 5. Glenn Pilsbury.

200 EX: 1. Kurt Caselli (Kaw); 2. Brendan Lutes (Kaw); 3. Morgan Crawford (Kaw).

200 INT: 1. R.J. Thompson (Kaw); 2. Zak Crabb; 3. Bryan Lang; 4. Jay Bonanno (Yam); 5. Brent Harden (KTM).

200 NOV: 1. Chris Ferko; 2. Dustin Murphy; 3. Cody Padmos; 4. Broc Daugherty; 5. Michael Kempe.

200 BEG: 1. Nick Thompson; 2. Josh Stewart; 3. Derek Garland; 4. Jeff Buyer; 5. Justin Ross.

80 EX: 1. Chris Norr; 2. Kyle Kischer; 3. Jeff Dillon.

80 AM: 1. David Rickaby; 2. Josh Roche; 3. Lee Bunting.

80 NOV: 1. Brock Harden (KTM); 2. Tom Mcelhenney; 3. Jonathon Lanza (Hon); 4. Corey Wolf.

80 BEG: 1. Andy Vandenberg; 2. Mason Partain.

OPEN EX: 1. Dave Ondas (Kaw); 2. Doug Chiapuzio (Kaw); 3. Jason Trubey (Kaw); 4. Erik Wolfe (Kaw); 5. Dean Teague (Hon).

OPEN AM: 1. Tom Miller; 2. Peter Derrico; 3. Jim Connolly Jr. (Hon); 4. Mark Hegel; 5. Nathan Doe.

OPEN NOV: 1. Nate Sciacqua (Yam); 2. Todd Snider; 3. Brock Snide; 4. Kevin Knight; 5. Brandon Day (Kaw).

OPEN BEG: 1. Jerry Coffey; 2. Peter Dobratin; 3. Eddy Kawaguchi; 4. Steve Fread.

250 EX: 1. Shane Esposito (Kaw); 2. Harrison Tommy; 3. Matt Murphy (Yam); 4. Joey Lanza; 5. Casey Patterson (Yam).

250 AM: 1. Larry Gross; 2. Brett Daugherty; 3. Jeff Vogt; 4. George Rosenbaum; 5. Ron Warren.

250 NOV: 1. Ryan Kritsch; 2. Andy Bakken; 3. Josh Coffey; 4. Chad Peters; 5. Nick Baroldi.

250 BEG: 1. Brad Brown; 2. Tristian Balsillie; 3. Bryan Yocum; 4. Travis Livingston; 5. Ken Kelley.

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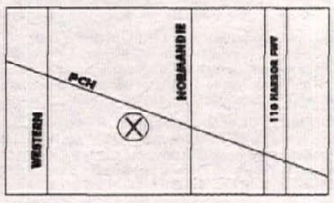

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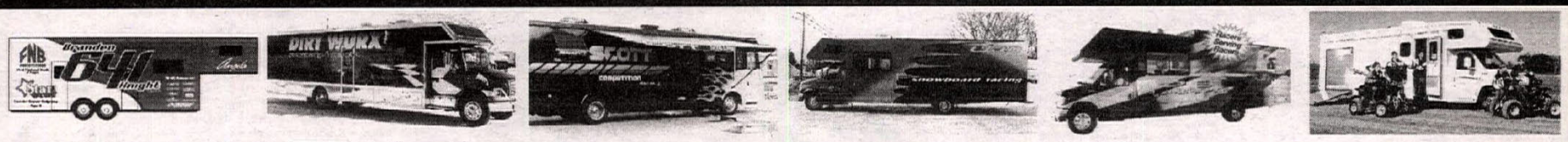

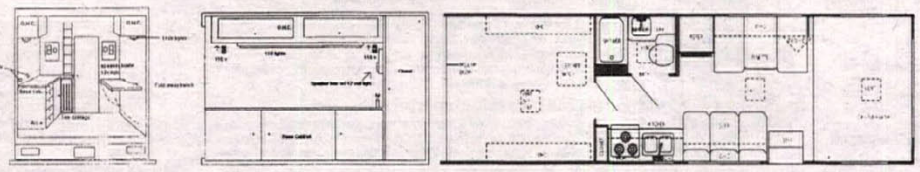

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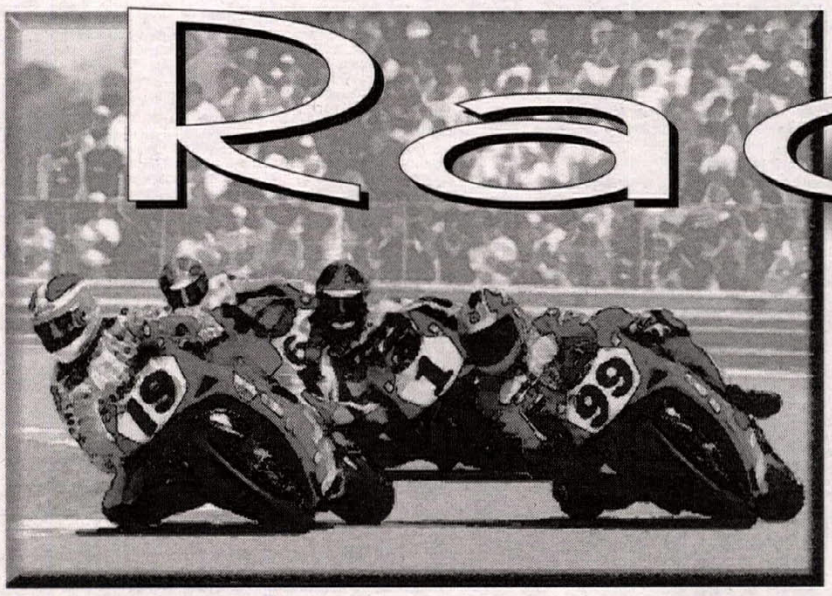

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MOTOCROSS

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#2277) This Is Motocross
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

(#2106) 1997 World 500cc MX Series Review
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

(#2105) 1997 World 250cc MX Series Review
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

(#2104) 1997 World 125cc MX Series Review
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

(#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

SUPERCROSS

(#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go "Bar to Bar" in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

(#325I) Bar to Bar 2
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

TOURING/ROAD RIDING/CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#230) Ride America: Highway 1
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

(#231) Ride America: The Million Dollar Highway
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

(#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

ROAD RACING

(#1722) 1998 Bike GP 500 Series Review
Relive the very best of the '98 FIM World C'Ship 500 GP season in this official, 3-hour review. Features all of the top action on the track, from the air, and on the bikes, this video captures the story of another legendary Doohan season, now the second most successful GP racer ever behind Italian legend Giacomo Agostini. 180 minutes from White Star/Duke Video. **$34.95**

(#1704) 1998 World Superbike Series Review
Three hours of action and season highlights on and off the track. The best of the racing, equipment, personalities and tracks throughout the season when Ducati's King Carl Fogarty once again reigned supreme. 180 minutes from White Star/Duke Video. **$34.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

(#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

(#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

(#1480) Best Bike GPs of the 80's
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

(#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

(#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

(#1916) 1997 AMA Superbike Series Review
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

(#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

(#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

(#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

(#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

(#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italiari GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

(#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

(#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

(#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Blaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

ISLE of MAN TT

(#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

(#1097) 1948 Isle of Man TT
Probably the first IoM TT film produced after WWII, this recently discovered film won an award for its enthusiastic producer Sam Coles. There is no sound other that the informed commentary of Graham Walker. Features all the pre-race activities right up to the warmup and Grand Parade. 36 minutes from White Star/Duke Video. **$34.95**

(#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

(1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

(#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

(#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

(#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

(#1606) 1998 Isle of Man TT
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. **$42.95**

(#1608) 1999 Isle of Man TT
"Pure Grit" - the Long Review...Molyneux & Hallam, Fisher & Long, Lougher, McGuinness, Dunlop and of course Jefferies were among the specialists who blazed a trail over the granite roads, cheered on by thousands of diehard fans. 140 minutes from White Star/Duke Video. **$42.95**

TRIALS

(#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

(#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

(#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

(#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

(#2063) 1999 Sheffield Arena Trial
At the prestigious first world-class trials event of '99, Dougie Lampkin came to Sheffield to defend his World Championship crown against Cobos, Colomer, Bilbao, Jarvis, Colley and Kuroyama. Amazing bike control, balance and atmosphere...65 minutes from White Star/Duke Video. **$34.95**

(#116) Geoff Aaron: Balancing Act
An extreme trials video featuring US Trials hero Geoff Aaron. If you've seen his shows, this is the only way to show your friends the talent and amazing moves of professional trials. 60 minutes from Impact Video. **$24.95**

SPEEDWAY

(#45H) 1998 U.S. Speedway National C'Ship
In a one-night, winner-take-all format, for the 29th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders and Terry Clanton call the action from the famous bullring. Features the best in the US! 60 minutes from RAZ Video. **$29.95**

(#46) '98 American Speedway Finals
Staged at Auburn, CA in September '98, this program covers the FIM/AMA American Final to determine those riders who would represent the US at the World Finals. Hosted by Bruce Flanders, Mike Rooney and Howie Zechner. 60 minutes from RAZ Video. **$39.95**

(#47) '99 Auburn Speedway Nationals
Held in May '99 at California's Auburn Speedway to determine the AMA National Speedway Championships. Includes an exciting Hot Rod Show segment and is dedicated to the AMA's late Bill Boyce. 60 minutes from RAZ Video. **$39.95**

(#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

(#183) Ricky Graham: The Career Year
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**

(#184) Best of Dirt Trackin'
Profiles of the top names in AMA Grand National Dirt Track Racing, behind the scenes at the great tracks as the legends and the rookies take their shot at the GNC. Produced in '99, featuring the '98 season. Proceeds benefit the Dirt Track Hall of Fame. 50 minutes from Chet Burks Productions. **$19.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

(#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

(#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

(#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

(#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

(#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

(#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

(#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

(#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

(#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

(#1086) Best of British: Triumph
Triumph is one of the greates names in British motorcycle history, with legions of enthusiasts spread throughout the world. The full story on the brand from past to present. 75 minutes from White Star/Duke Video. **$34.95**

(#1087) Best of British: Norton
Norton is one of the most evocative names in the history of British motorcycling, and this video tells the whole story of the grand marque. 75 minutes from White Star/Duke Video. **$34.95**

(#1088) Best of British: BSA
At the end of the 50's no company in the world was selling more motorcycles than Britain's BSA Group. Twenty years later, the giant conglomerate was out of business, crippled by complacency, bad management and lack of investment. This in-depth video tells the whole story from its beginnings in the armaments trade of the 18th century through the glory years of world motorcycle market domination, to the final sorry climax. 70 minutes from White Star/Duke Video. **$34.95**

(#6) '98 Vintage Iron World Championships
The 1998 Vintage Iron World MX Championships and Iron Men of Motocross Banquet brought together the brightest stars of MX from around the globe to Glen Helen Raceway. Larry Maiers hosts this compilation of the weekend's highlights with interviews of icons like DeCoster, Bailey, LaPorte, DeSoto, Aberg, Larssen, and a stroll down memory lane looking at the equipment of the weekend. Intense on-track action, too, featuring Lackey, Eirstedt, Moates, Staten, Holley, Johnson and more. 52 minutes from Vintage Iron. **$24.95**

ENDURO & DUAL SPORT

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

(#1020) Ride Like the Wind
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

(#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

(#4724) 1999 Granada-Dakar Rally
The Dakar Rally is one of the toughest motorsport events in the world. Competitors race across the desert in cars, trucks & on bikes tackling monstrously difficult driving conditions, featureless landscapes and countless dangers. The '99 Rally began in Granada, crossing Spain, Morocco, Mauritania, Bali, Burkina Faso and Senegal. 52 minutes from White Star/Duke Video. **$34.95**

(#214) Malcolm Smith's 6 Days of Baja
Ride with the legendary Malcolm Smith on the most interesting trails through this vanishing frontier. Includes scenes of riders along the beaches, through the Boojum and Pine Forests, across the spectacular Baja Sierra mountain range, across dry lake beds, and riding to the tip of Baja, over 1300 miles in all. 130 minutes from L&M Video. **$29.95**

(#250) 1998 National Enduro Series
Comprehensive highlights from each round of the '98 AMA National Enduro Series. 90 minutes from Millennium Productions. **$24.95**

VIDEO MAGAZINES

(#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

(#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

(#155) John Dowd - The 4th Dimension
Get the know the lifestyle of John Dowd. See what he's really like, and why he's one of the most-liked people in MX. Follow Dowd for a week of riding, training and fun as he prepares for the '98 Southwick MX National. Guest appearance by Doug Henry. 40 minutes from MX Films. **$29.95**

FREE RIDING & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes from Fleshwound Films. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes from Fleshwound Films. **$29.95**

(#10B) Crusty Demons of Dirt: 3
The '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pastrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fleshwound Films. **$24.95**

(#10C) Crusty Demons of Dirt: 4
"God Bless the Freaks"...The most high-powered soundtrack ever backs the '98 edition of the series that started it all...exotic on-location footage from Costa Rica, Panama, Italy, France, plus Colorado, Utah, Las Vegas, and New Jersey. 40 minutes from Fleshwound Films. **$29.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch his wife, Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

(#89) Craig Jones: What It Takes
Stright outta the Gary Rothwell/British West Coast Stunt Group comes new sportbike stuntmaster Craig Jones. Achieving a top world stunt rider ranking in under two years, Jones has brought sportbike control into a new dimension. With unique footage, wild wheelies, unbelievable stoppies and much more....Jones is truly a master of power and precision. 30 minutes from X-Factor. **$29.95**

(#5202) '98 European Stunt Riding Championship
Most looks at these sportbike guys are one at a time; imagine how much they step it up when they're all in one place competing for championship honors...the terminology of "extreme" riding doesn't quite cover all these performances. Featuring top riders ACFarias, Kevin Carmichael, Craig Jones, Jimmy Fireblade, Jumping Jake Semtec, Fiona Beale, Dave Coates and Andy Hawkesworth. 72 minutes from White Star/Duke Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#120C) Terrafirma 4
Produced by renowned snowboard filmmaker Mike Hatchett, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavran, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

(#120D) Terrafirma 5
Mike Hatchett returns with the state of the art in the Terrafirma Series; shot entirely on 16mm film (in stereo) in '98 for '99 release, features a variety of riding styles (MX Nationals, trials, Hillclimb, USSX & Freeriding), terrain, locations (Canada, US, France), challenges, experiments and competitions. 43 minutes from Fox Video. **$29.95**

(#121) FLY
The spring '96 release from Fox...featuring Fox stars McGrath, Bradshaw, Metzger, Henry, Dowd, Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#124) Airstyle
Highlights from the '98 Free Air Festival of Freestyle MX Tour...3 FAF Tour stops, 3 Steth Enslow stunt jumps, and hysterical rider interviews. A 4 Leaf Entertainment Film, features the soundtrack it deserves. 60 minutes from Fox Video. **$29.95**

(#125) Children of a Metal God
Gregg Godfrey (producer of Legends) produces a video that mixes the old "Endless Summer" style with a cross-country MX & off-road "road trip." Filmed in California, Washington, Idaho, Montana, Utah and Florida. The opening segment alone is worth the price of this 42-minute film from Fox Video. **$29.95**

(#110) Dirty Deedz
A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewers' crash videos, stuntmaster Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

(#130A) Performance Bikes: Video Nasty 2
The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers' home videos including a police chase, tire shredding burn-outs and goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

(#130B) Performance Bikes: Video Nasty 3
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes will. Insane road speeds and flat-out around a race track, also more of their readers' certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

(#1499) The Fast Bikes Show
Strictly for Speed Freaks! Watch the '98 Bimota SB6, Ducati 916, Honda FireBlade, Suzuki GSXR750, Kawasaki ZXR750 & ZX9R, Yamaha R1, and Triumph T595 thrashed to within an inch of their test bike lives in this high-speed demonstration of British magazine lunacy. 55 minutes from White Star/Duke Video. **$29.95**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with bizarre claymation scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-xXx
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#132B) Moto-xXx 3: It's All for You
The '99 version of the outtacontrol original. Includes highlights from the '98 Warped Tour, the debut of Motogolf, mixed in with the top freestyle crew make this one better than Grandma's cookin'. 43 minutes by Quick Fix Films, from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes top Aussie bands. 32 minutes from X-Factor. **$29.95**

(#133A) Horizontal 2
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Natt's., PWC action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#145) Icons and Outcasts
What makes one an icon by his peers, but an outcast by the rest of society? Follow the top Split team riders in snowboarding, skateboarding, surfing, wakeboarding, BMX and freestyle MX around the world as they explore the concept. Filmed in the best skateparks, top surf spots, the '98 Warped Tour, East Coast tour and more. 40 minutes from X-Factor. $29.95

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. $24.95

(#150) Vidiots Anonymous
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

(#154) Mini Warriors
This video features some of the nation's top mini-cycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from MX Films. **$29.95**

(#154A) Mini Warriors 2
Travel across the US as you see the best kids and young adults in MX...the next generation of pros. Check out Travis Pastrana's unbelievable 207' jump! Includes action w/Casey Johnson, Nick Wey, Robbie Reynard, Guy Cooper, Brock Sellards and more. Produced by Shepherd Films; 60 minutes from MX Films. **$29.95**

(#1793) Evel Knievel's Spectacular Jumps
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

(#1792) Evel Knievel: Last of the Gladiators
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

(#5268) Best of Havoc
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

(#5271) Best of Havoc 2
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

(#5260) Bike Havoc
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

(#5274) Havoc 14
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

(#2501) Crash Kings MX
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

(#5143) Crash Kings Bikes
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

(#5139) Crash Kings Bikes 2
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

(#5279) Crash Kings Bikes 3
The most spectacular wipe-outs from the '96-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

(#111) FTP!
An extreme streetbike video from Starboyz Productions in Akron, Ohio. Features some of the most illegal and insane riding ever done on public roads, lots of 90MPH wheelies and more. Expect a sequel if these guys are ever released on probation. Not for minors. 60 minutes from Impact Video. **$24.95**

(#112) Whitham's Wicked Superbikes
Definitely not for prime time or easily offended audiences (profanity & partial nudity)...Jamie Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers. Also includes McElnea, Merkel, Pirovano, early WSB footage, and Whitham riding PB test bikes around Snetterton & Donington. 45 minutes from Impact Video. **$29.95**

(#113) Pulp Friction 1
The boys from England's Fast Bikes Magazine flog the SB6R, 996SPS, 916BP, ZX7-R and other; produced in '97. Contains politically incorrect sportbike scenes, not for minors. 60 minutes from Impact Video. **$29.95**

(#113A) Pulp Friction 2
Features the T595, 916SPS, FireBlade, GSX-R and others, ridden in the most disrespectful ways by the Fast Bikes Magazine crew. Produced in 98. 60 minutes from Impact Video. **$29.95**

(#114) Mega Test
The shootout from the guys who should be shot. The Fast Bikes Magazine editors put the '98 ZX9, FireBlade, and R1 head to head. 60 minutes from Impact Video. **$29.95**

(#5552) The Ultimate Ride
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

(#5556) Ultimate Ride 2
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#143) 5th Gear Pinned
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perelio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

(#143A) Fifth Gear Pinned 2
The worthy follow up, produced by Zeroed-In Productions. Features the latest aerial insanity on display by Mike Cinqmars, Seth Enslow, Brian Deegan, Mike Harris, Mike Jones, Kyle Lewis, Brian Manley, Jeremy Steinberg & Kris Rourke. Music by Sugar Ray, Rob Zombie, Guttermouth, Jugheads Revenge, Vandals, Die Krupps, Static-X and One Hit Wonder. 45 minutes from X-Factor. **$29.95**

ATV's

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#137) Sandtraxx #3
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

(#109) 4-Play
Extreme highlights from the '98 ATV Grand National Circuit. Interviews, tracks, and rider closeups show just how far this sport has come. 50 minutes from Impact Video. **$24.95**

SLEDS

(#135) 2 Stroke Cold Smoke
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

(#108) Slednecks
Filmed on location in Wyoming, Colorado, Montana and Alaska, check it out as freeriding MXers Seth Enslow and Travis Pastrana join white weather maniacs Cameron Elliott, Dan Adams, Weston David, Todd Swinn, Shad Free, Ashley Reilly, Blair Morgan and Zeph Bryant for a completely different angle on the freeriding phenomenon. 40 minutes from Impact Video. **$24.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

(#251) How to Win an Enduro
Hosted by National Enduro Champion Mike Lafferty and KTM crew chief Alan Randt, they show you the strategy, training and methods of Enduro riding in a variety of conditions. Includes tip segments by Ty Davis, Doug Blackwell, Matt Stavish and other National AA riders. 47 minutes from Millennium Productions. **$24.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#39) Gary Semics MX Techniques #5: What To Do On Race Day
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

(#42) Gary Semics MX Techniques #7: All About Cornering
Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **$39.95**

WHAT'S NEW?
* 98 Vintage Iron World MX C'Ships
* '99 Isle of Man TT
* '48 Isle of Man TT
* '98 American Speedway Finals
* '99 Auburn Speedway Nationals
* Best of Dirt Trackin'
* Best of British: Norton
* Best of British: Triumph
* Best of British: BSA
* '99 Granada-Dakar Rally
* Malcom Smith's 6 Days of Baja
* '98 AMA National Enduro Highlights
* How to Win an Enduro
* Craig Jones: What It Takes
* Fifth Gear Pinned 2
* Icons and Outcasts
* The Fast Bikes Show
* '98 European Stunt Riding C'ship
* 4-Play
* Slednecks

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

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This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

(#140A) On Any Sunday II
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

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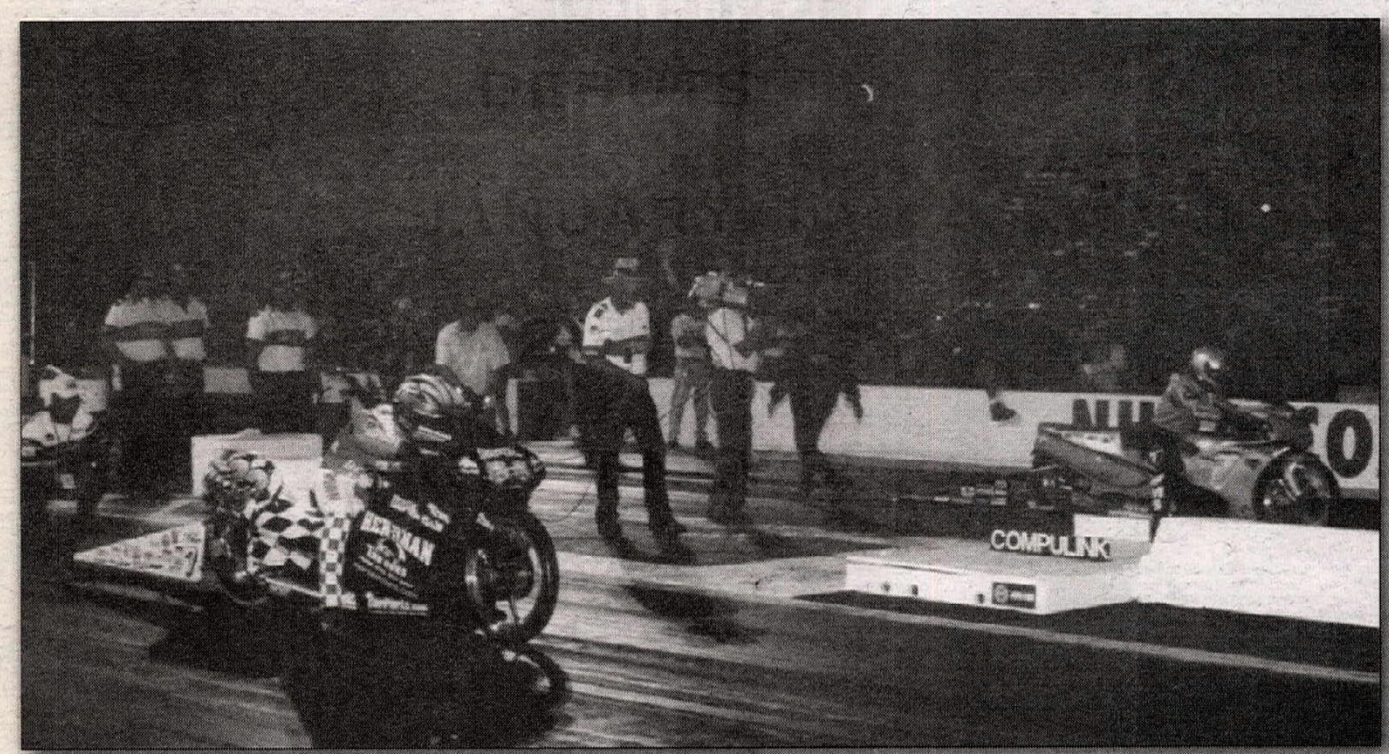
Round 14: Pomona Raceway

NHRA WINSTON DRAG RACING SERIES

Brown wins, Hines rules



By Kevin McKenna
Photos by Mike Basso

POMONA, CA, NOV. 11-14

As far as Pro Stock Bike fans were concerned, the annual Auto Club of Southern California Finals at Pomona Raceway easily qualified as amoung the most intense and exciting races in NHRA history.

Angelle Seeling and Matt Hines, the series, two most dominant riders over the last three seasons, entered the event in a virtual deadlock for the 1999 Winston championship. Never before had a two-wheel points race come down to the last event, and the potential of a winner-take-all final round was the talk of the pit area for days. Hines, who once trailed the Team Winston rider by a whopping 144 points in the standings, had staged a heroic late-season charge and had trimmed Seeling's lead to just 14 points, or the equivalent of less than one round of competition, heading into the final event of the millennium. The battle intensified during qualifying as Hines claimed the pole with a track record 7.19, well ahead of Seeling, who placed third with a 7.24. Hines appeared to be zeroing in on his target.

"Our 7.19 run was pretty stout," Hines said. "Angelle has never been in a points battle like this, but neither have I. After all we've been through this season; the problems we had with the bike at the beginning of the year and the first-round losses, I'm thankful to even come in here with a shot at the points. All I can do is do my best and see what happens."

The wait to crown a champion was not a long one. The much-hyped final-round showdown never materialized, as Seeling got caught napping on the starting line in the second round against Greg Underdahl, who beat her 7.25 with a 7.35 effort. Hines, needing only to win the round to clinch the championship, quickly outmuscled Team 23's Tony Mullen, 7.25 to 7.34, to move in front by just eight points and clinch his third-straight NHRA Winston title.

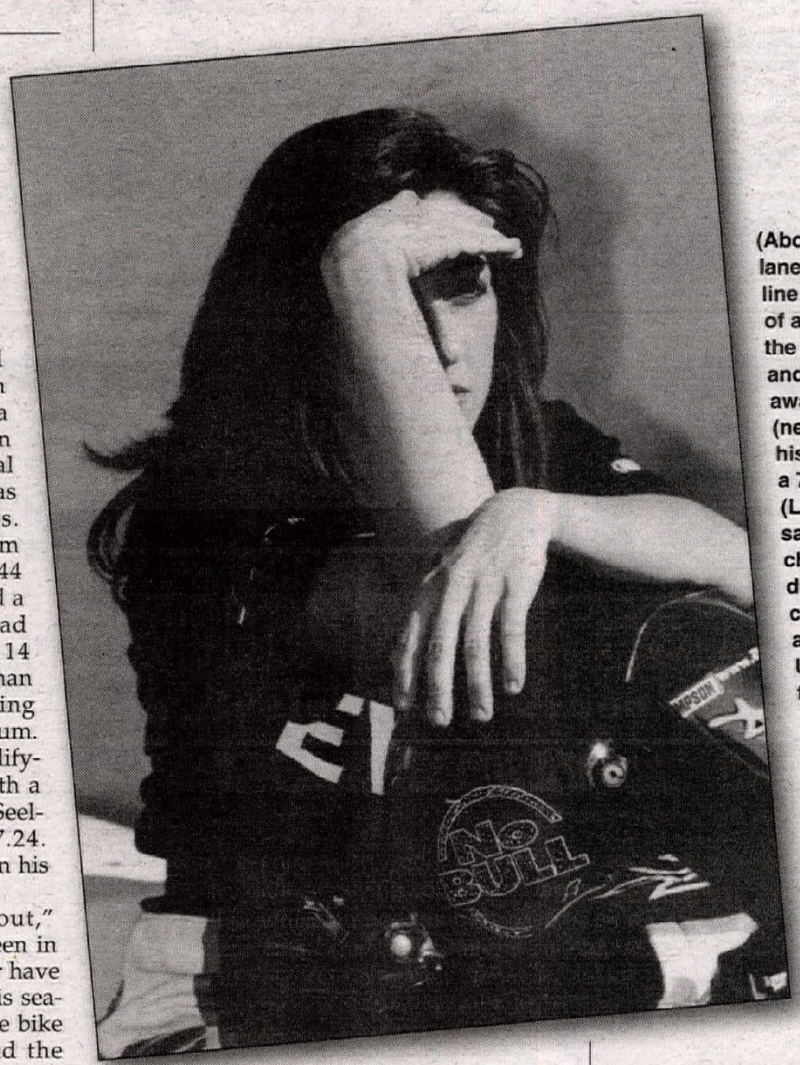
"As soon as I saw Angelle lose, my heart started pounding," Hines said. "I knew all I had to do was win one round to pass her, but I was thinking about the last race in Houston, where she lost in the semifinals and then I got beat right in the same round. I'm just glad to finally get it over with. I've never had a year like this, and I'm not sure I'd want to go through another one. I'm sure it was pretty dramatic for the fans, but I know it took its toll on Angelle and I."

Seeling, who won a career-high five races, and led the points standings for 12 of the first 13 races, was obviously distraught after the loss, which dropped the Winston team to second place in the points standings for the second straight year.

"Always a bridesmaid, never a bride," Seeling said. "This championship could easily have been ours. Right now, I feel horrible, not for myself, but because I let my team down. They gave me the best motorcycle all year and I didn't get the job done. Right now, I don't even want to think about racing. I'm sure in a couple of weeks, I'll be ready to go out and kick ass, but right now, I could care less."

In the end, Hines wasn't around to celebrate the victory. Instead, that honor went to the rider who many predict will challenge him and Seeling for the 2000 NHRA title, Team 23's Antron Brown, who won his third race of the season when another up-and-coming star, Craig Treble, red-lighted in the final round.

"After all we went through this weekend, this is unbelievable," Brown said. "We had all kinds of problems with the bike, but my crew chief, Mark Peiser, stayed with it, and in the final, the bike finally came around. As soon as I saw his red-light, I got so excited I got into the rev-limiter, and rode toward the centerline, and the bike still went a 7.25. It was awesome."



(Above) Craig Treble (far lane) left the starting line seven-thousandths of a second too soon in the Pro Stock Bike final and red-lighted the title away to Antron Brown (near lane), who rode his Team 23 Suzuki to a 7.25 for the victory. (Left) Angelle Seeling saw her dreams of a championship disappear after cutting a late light and losing to Greg Underdahl in round two.

Seeling's early departure left Matt Hines an open door to claim his third straight Winston championship. Hines bagged the title by beating Tony Mullen in round two before bowing out himself in the semis.

Brown, the number-two qualifier with a 7.24, slowed to a 7.42 in round one when his new six-speed transmission wouldn't shift into high gear, and he survived the second round despite another off-pace 7.35, which covered Steve Johnson's 7.40.

"I the first round, I went for sixth gear and nothing happened," Brown said. "Then we had a bad vacuum pump and we didn't find it until after the semifinals. Once we fixed that problem, the bike came around. I'm still getting used to the six-speed transmission, but the first time we put it in, I nailed all six gears right on time, so that helped my confidence a lot.

"We weren't close enough to Matt and Angelle to challenge for the championship, but we will next year," Brown continued. "The championship goes to whoever is the most consistent, and this year, that was Matt. We were right in the thick of it for the first half of the season, but we had a few bad races and that cost us. It's a little disappointing, because I really thought we'd contend for the title this year. Next year, it's going to be even harder, but I'm already looking forward to it."

Treble, who finished sixth in his first full year on the tour, is also a likely candidate to dethrone Hines, based on his performance in Pomona, where he recorded the four best runs of his career, including a 7.26 in round one, and a 7.25 in the final.

"In the first round, I knew I was on a killer run," Treble said. "When I hit high gear, the shift light was on for a long time, so I knew it was turning some serious rpms. We fixed a nagging problem we've had for the last four races, and the bike really responded. I hated to red-light against Antron, but we still had a fantastic year. I can't complain." **CN**

Pomona Raceway
Pomona, California
Results: November 11-14, 1999
(Round 14 of 14)

PRO STOCK FINAL: 1. Antron Brown (Suz) 7.25, 180.86; 2. Craig Treble (Suz) 7.25, 179.44 (foul).

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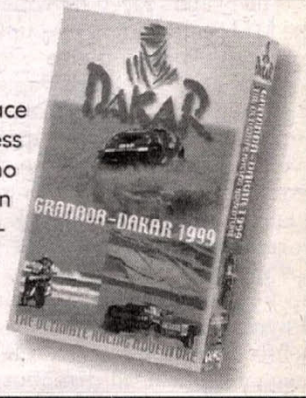
Richard Sainct (BMW) won the motorcycle category ahead of Thierry Magnaldi (KTM). Perhaps the real heroes of the Dakar were the privateers, who against all odds made it to Lac Rose. Only a third of the competitors who started the race reached the finish in Dakar.



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AMA Mid-South Championship Winter Hare Scramble Series, Round 3

Watts towers over the rest

(Left) Shane Watts won the third round of the AMA Mid-South Championship Winter Hare Scrambles Series, held at the Linnville Area Dirt Riders track in Tennessee.
(Above) Doug Blackwell (13) grabs for the holeshot as Chris Hicks (35) bumps Mike Sampson off his bike. Blackwell placed second overall, Hicks came in eighth overall, and Sampson came back from next to last to take fourth overall.

By Debbie Allen

LYNNVILLE, TN, NOV. 7

The Lynnville Area Dirt Riders club opened its track to another AMA/Pirelli Tires/Parts Unlimited/Moose/Offroad-sponsored Mid-South Championship Winter Series race. They had 379 riders lined up on the start, and it was KTM factory rider Shane Watts who topped them all. Doug Blackwell followed within 38 seconds.

The riders were in high gear before the start of the race. Everyone's eyes were fixed on Watts and Blackwell because people were anxious to see the two compete, wondering who would take home the $800 purse. It was the KTM/Pro Grip/FMF/Arai/ Michelin/CamelBak/Acerbis/Tommaselli/ IMS/Sunstar-supported Watts who grabbed the money donated by Paul Barrett, OffRoad Group, Doctor Ding, and the Lynnville Area Dirt Riders.

The race started with Yamaha/ Answer/Smith/Tsubaki/Silkolene/ Wiseco/Scott/CTI-backed Blackwell leading Watts into a sharp U-turn. They reared up on an off-camber hill, disappeared into the woods, and then came back around through a ravine.

The leaders raced on while several of the Mid-South riders encountered a few setbacks. The problems began within seconds after the green flag was raised. It started with Chris Hicks' handlebar and ended with Mike Sampson toppling over, though he managed to land on his feet. Sampson ran back to grab for the gusto, but his bike got stuck in Brandon Forrester's tire. He wound up next to last in the woods, but things brightened up for him when he saw Shad Ricketts down and out on a dirt road. Seconds before Sampson's arrival, Ricketts had taken a quick head-dive, but he quickly recovered. Unfortunately, his throttle cable could not do the same, and that cost him the entire first lap.

"I crashed on a road just off the start," Ricketts reported. "The crash bent my throttle cable."

This made it difficult for him to keep up the pace needed to race with the leaders. Ricketts dropped back to 18th overall by the end of the first lap.

AA rider Steve Gordon managed to stay up front with the leaders for a while. He caught glimpses of them for half a lap, but he could not keep up.

"I rode with Blackwell and Watts for a while," Gordon said. "I got in their dust, lost the trail, and swerved off the course."

During the rest of the five laps, no one in the AA class could keep them in their sights. Blackwell stayed out front for most of the first lap.

"Shane Watts swung wide and passed me in the brush just before a wood section," Blackwell said.

Once Watts made the pass, he got into a nice pace and cruised by the lappers. He stayed out front and rode smoothly and consistently, doing a wheely up the steepest hillclimb.

At the end of the first lap, the Mid-South riders pulled into the scoring tent with Robbie King leading the pack. Jeff Gregg, Gordon and Chris Hicks followed. On the next lap, TM/The OffRoad Group/Maxxis/Race Tech/ Xtreme/Pro Taper/Sprocket Specialist/Scott USA/Lidz by Fids/HRP Sports/Skor Boardz-backed Mike Sampson came up to third place. Ricketts was in sixth place, but P.A. Allen, leader of 250cc/Open A class, jumped to eighth place overall.

Over the next three laps, Mike Sampson continued in third place, while Sarge's Cycle/Oakley/Big Gun/Moose/ Moderne Tire/Cycle Path's Ricketts moved up to fourth on the third lap.

"I caught Mike back in the woods," Ricketts reported. "He passed me again, but I got him back when he stopped for gas."

Ricketts knew he had to beat John Maschino and Sampson in order to stay on top in points for the series. He did. He pulled into the scoring tent in third place overall, while Sampson fell to fourth and John Maschino tripped in 10 minutes later in 22nd place overall.

Moose/Pro Action of Kentucky-supported Allen was next in line through the scoring tent. He came in fifth place overall and first in the 250cc/Open A class.

"I was glad I could win this race," Allen said, "because it was my first ride for Moose."

Factory mechanic Shane Nally rode his Suzuki in the Vet A class. The Bell/Alpinestars-sponsored Nally fought and won a tough battle with Steve Ezell, who claimed the holeshot.

"I was in third place off the start," Nally said. "I caught up to Steve Ezell, and we pulled away from third. On the third lap, I gassed, so I had to ride real hard, and I figured that I had him on the last lap. Once I caught him in my sights, I knew that I could take him. I rode hard for the rest of the race, because I wasn't taking any chances."

Watts was the first to reach the checkered flag.

"I took my time with riding by the lappers," Watts said. "I looked back and noticed Blackwell behind me, so I picked up the pace."

"I caught him on the last lap," Blackwell said. "I rode a fast, smooth race, but Watts was just trail-riding."

Blackwell came through the scoring tent within 40 seconds of Watts for each lap, which put him in second place in Lynnville.

Nally and Blackwell thanked the Lynnville Area Dirt Riders club and the Mid-South Series for putting on quality races.

"I really want to thank the Mid-South riders and spectators for being so friendly," Blackwell said. "I feel like each Mid-South race is like my home track. Everyone is so friendly." CN

Lynnville Dirt Riders clubgrounds
Lynnville, Tennessee
Results: November 7, 1999 (Round 3)

O/A: 1. Shane Watts (KTM); 2. Doug Blackwell (Yam); 3. Shad Ricketts (Yam); 4. Mike Sampson (TM); 5. P.A. Allen (Suz); 6. Steve Gordon (Kaw); 7. Harvey Whitaker (Kaw); 8. Chris Hicks (KTM); 9. Brandon Forrester (Yam); 10. John Roth (Yam).

AA: 1. Shane Watts (KTM); 2. Doug Blackwell (Yam); 3. Shad Ricketts (Yam); 4. Mike Sampson (TM); 5. Steve Gordon.

250/OPEN A: 1. P.A. Allen (Suz); 2. John Roth (Yam); 3. Dustin Gibson (Yam); 4. David McWilliams; 5. Timmy P'Poole (Kaw).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Marty Mitchells (Hon); 3. Benjamin Weathers (Yam); 4. Billy Joe Proffitt (Hon); 5. Robert Lich (Hon).

200 A: 1. Chad Froman (Suz); 2. Carsten Cagle (Kaw); 3. Ian Sherwood (Kaw); 4. Don Becktell (Hon); 5. Clay Hedgepath (KTM).

SR A: 1. Phillip Barker (Hon); 2. Paul Mitchells (Hon); 3. Mark Hosbach (Hus); 4. Robert Kirchner (Suz); 5. Billy Hall (Hon).

VET A: 1. Shane Nally (Suz); 2. Steve Ezell (Suz); 3. Gordon Turner (Kaw); 4. Mark Guy (Yam); 5. Tim Baker (KTM).

250 B: 1. Ryan Ebberling (Yam); 2. Lance Anderson (Suz); 3. Ronald Skipper (Kaw); 4. Mike Nonnig (Hon); 5. Jerry Hardin (KTM).

4-STRK B: 1. Jason Wofford (Yam); 2. David Dougherty (Hon); 3. Steven Holcomb (Yam); 4. Joel Gibson (Yam); 5. John Rowling (Yam).

OPEN B: 1. Dean Grewe (Hus); 2. Kevin Weis (KTM); 3. Steven Lambruno (Yam); 4. Stewart Lich (Kaw); 5. Robert Jacks (Hon).

200 B: 1. Shaun Sanders (Yam); 2. Mike Vandiver (Hon); 3. Matt Findley (Hon); 4. Heath Robinson (Kaw); 5. Zachary Mabery (Hon).

VET B: 1. David Granderson (Kaw); 2. Brad Abel (Suz); 3. Ruel Jones (Yam); 4. Richard Working (Kaw); 5. Greg Elrod (KTM).

SR B: 1. Donnie Smith (Kaw); 2. Ronnie Hackett (Suz); 3. Ricky Miller (Suz); 4. James Baumgart (Suz); 5. Pete Buzzelli (ATK).

S/SR: 1. Ted Presson (KTM); 2. Don Rye (Yam); 3. Guy Anderson (Yam); 4. Janson Dukes (Kaw); 5. Foster Pearson (Hon).

4-STRK C: 1. Kendall Tuck (Hon); 2. Boyd Cartwright (Yam); 3. Giorgio Torregrosa (Hon); 4. Stephen Sweet (Hon); 5. John Davis (Yam).

250/OPEN C: 1. Brad Riley (Kaw); 2. P.J. Short (Yam); 3. Brandon Freeman (Yam); 4. Eddie Proffitt (Yam); 5. John Stolz (Hon).

200 C: 1. Timmy Gammons (Suz); 2. Danny Bir (Yam); 3. Charles Jaghab (Kaw); 4. Russell Green (Kaw); 5. Shane Butler (Yarn).

VET C: 1. Tony Rion (Yam); 2. Andy Moye (KTM); 3. Todd Lovett (KTM); 4. Gregg Turner (KTM); 5. Chance Blackwell.

SR C: 1. Lewis Webb (Yam); 2. Jim Sorrels (Kaw); 3. Joe Allen (Kaw); 4. Terry Bush (Suz); 5. Steve Snyder (Suz).

BEG: 1. James Fuhrer (Hon); 2. Adam David (Suz); 3. Chris West (Kaw); 4. Matt Kriser (Yam); 5. Sean Young (Kaw).

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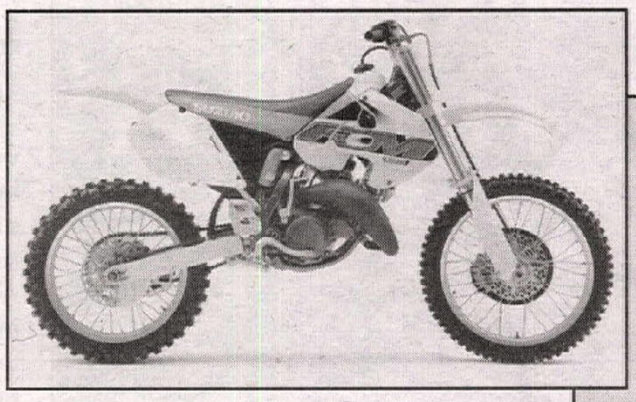
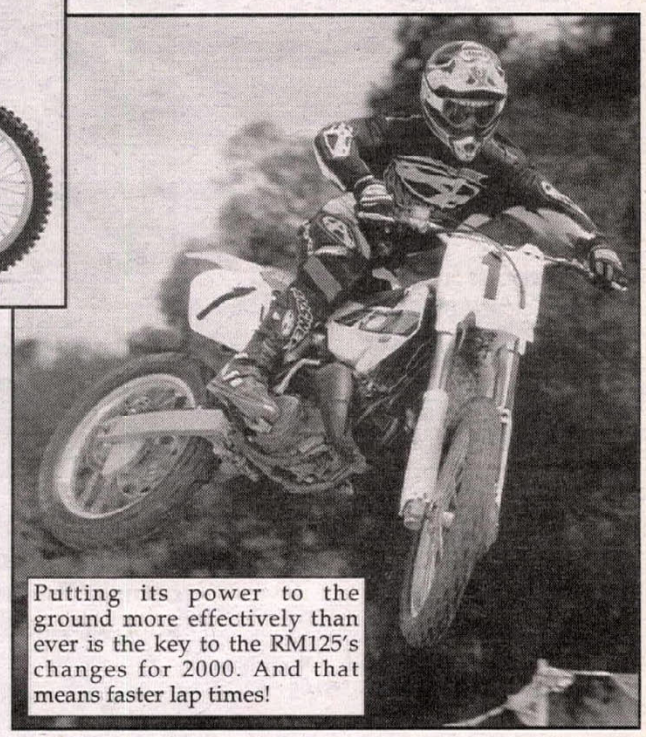


RM125



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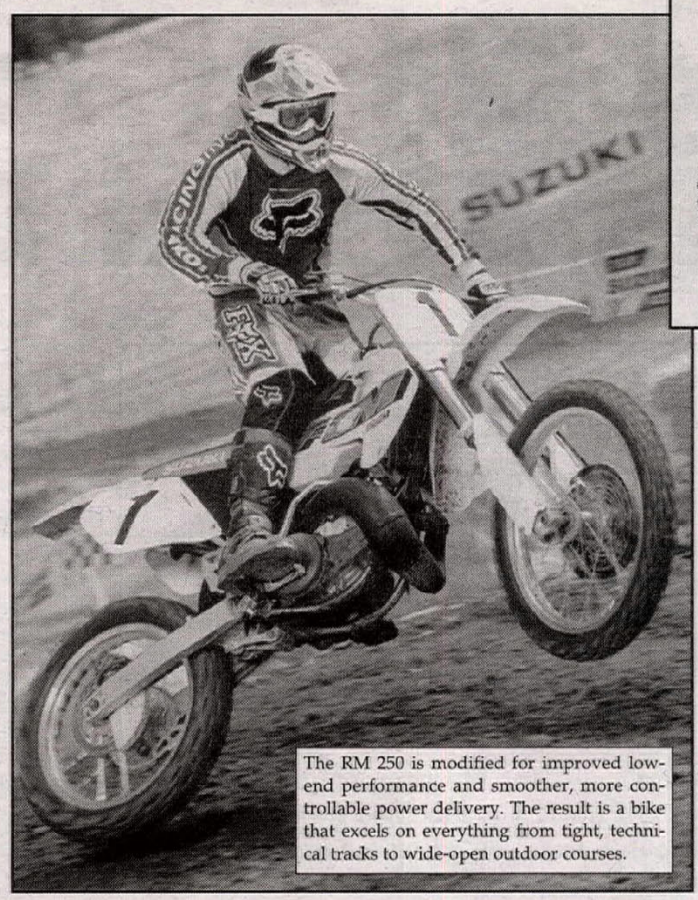

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This year, the RM250 is modified to give you a clear-cut advantage blasting out of corners. It has modified port shape and timing, and the exhaust-valve breather control has a new solenoid valve installed midway in the breather hose connected to the exhaust valve chamber. These changes give the engine better low-end power and instant throttle response. And that's not all. The crankshaft is modified for less inertia, and there's increased primary compression, which helps produce smoother and stronger acceleration throughout the powerband.

Last year the RM250 featured a new generation of inverted Twin Chamber forks, and they are a key part of the RM's phenomenal performance on all kinds of courses. They offer the smooth responsiveness of conventional forks combined with the superior strength and rigidity of inverted forks. For 2000, the forks have a modified spring rate and longer rebound stroke, a welcome refinement when you're accelarating hard and the front wheel is dancing lighty over the stutter bumps. The new RM250 for 2000. It gives you your best chance at leading from the first lap on - or passing your way into the lead when you have to!

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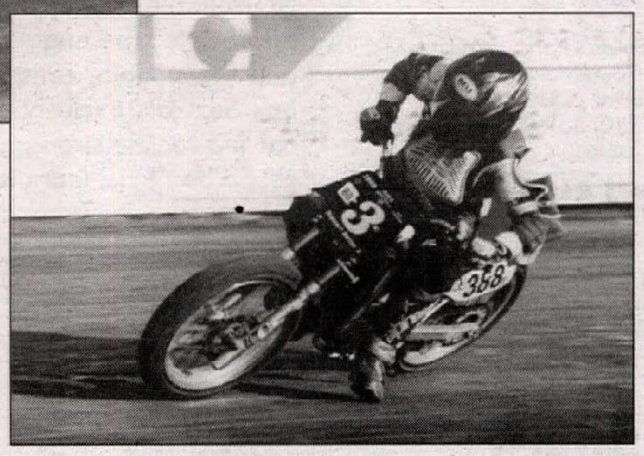
Noyes, Souza march to the wins



(Above) Jason Grewe flew to the 100cc (Under 16) victory at the Toby Jorgensen Memorial Short Track and TT in Lodi, California. (Right) Stewart Barber Jr. took the 80cc A win both days at the Lodi Cycle Bowl.

By Mike Law
Photos by Stewart Barber

LODI, CA, OCT. 23-24

Kenny Noyes of Concord powered his Lineaweaver Husaberg to the winner's circle in the crash-marred and shortened main-event tribute to Toby Jorgensen at the Lodi Cycle Bowl. An impressive field of Expert riders lined up to await the starting light, only to have Tony Meiring, Rob Damron, Shawn Raggio, Tony Souza and Hisateru Tanaguchi banished to the penalty line for being too anxious. Brandon Carnahan, in an outstanding debut as an Expert, jumped into the lead from the front row when the starting light flashed, followed closely by Noyes and Jeff Gabhart. Several laps later, Noyes made his move around Carnahan, who was then dropped back even further when Gabhart and Kevin Bricker moved into second and third, respectively. On approximately the eighth lap, Gabhart tangled with another rider, and he hit the ground hard. More riders fell in a domino effect, with Mark Corsetti taking the brunt of the punishment. Corsetti's bike was literally ripped in half, and the race was stopped. Since much of the track was covered with fuel and oil, race officials called the race complete, in the interest of safety. Sources later reported that Corsetti had suffered several broken ribs and had also reinjured an ankle.

"We had the bike running pretty much perfectly for the last race of the season," Noyes said with mixed emotions. "It was kind of a wild race, with so much going on. I'm glad that no one was hurt seriously. This was my first win in the Open A class, and since it was Toby's memorial race, it was real special to me. I just wish that it could have gone the full 20 laps."

Armando Rodriguez made fast work of the competition in the Open B main event and scored a wire-to-wire win. The Yamaha rider got the perfect holeshot, ahead of Jeremy Hannah and Tony Rose. While Rodriguez continued to open up his lead, third-placed Rose picked up the pace and began challenging for second, making attempts to go underneath Hannah, and then finally made the successful maneuver near the halfway point through the north turn. Rose was clearly on the move, but there were simply too few laps remaining for him to reel in Rodriguez, who took the checkered flag by a margin of well over 12 bike lengths.

Open C rider Scott Marquis gave new meaning to the word "persistence" in the main event by coming from third off the line, behind Franko Hannah and Gary King. Hannah rode fast and smoothly, and he appeared to have things sewn up, but he was unaware of the chase behind him. On lap three, Marquis passed King and then set his sights on the leader. Hannah clearly had the horsepower down the straightaways, but Marquis' determination to try different and faster lines through the turns finally prevailed on the last turn of the last lap, when he made an inside pass that carried him to victory by inches.

Freddy Poli and Jason Grewe dueled in a classic 250cc battle that looked more like David vs. Goliath, only with a different outcome. The sub-100-pound Grewe was sent to the penalty line, along with several other riders, including Corey Eaton and Casey Yarrow. With his main competition now two rows back, the equally talented and fullback-sized Poli now had a clear advantage when the starting light flashed. Poli quickly zipped into the lead. The diminutive Grewe's philosophy was basically that anything less than first was simply not an option, and he worked his way up and into second place by the halfway flags. Grewe continued to advance on Poli at a rapid pace, but the ground lost in the penalty-line banishment was simply too much for the flying teenager to retake. When the checkered flag flew, Poli comfortably won by a margin of about 10 bike lengths.

On Sunday, Billy Arbogast proved to be a little too anxious for the starter in the Open A main event and was sent back to the penalty line, thereby setting the stage for a showdown between Northern California's top steeplechase riders. Although generally regarded as one of the district's top short-trackers, Tony Souza scored one of his patented holeshots and then basically got out in front and checked out for the day. Considerably farther back down the track, Allen Yarrow had assumed the runner-up position, unaware that Michelle DiSalvo was right on his coattails and ready to sneak by. When the halfway flags flashed, DiSalvo cranked up the throttle and passed Yarrow, and then pursued the flying Souza. With the leaders comfortably out ahead, Harley-Davidson rider Robert McDonnell closed on fourth-place contender Arbogast. In a dramatic move, McDonnell passed Arbogast on the white-flag lap and then sprinted after Yarrow, nipping him by inches at the checkered flag for third, behind Souza and DiSalvo.

"That was my first TT race," said Souza of his runaway win. "I wasn't familiar with the track, but I got used to it by the main event. I knew that the guys in my class would be fast, so I just wanted to get a good start so I wouldn't be behind a bunch of people. After I took the lead, I never looked back."

Stewart Barber had his work cut out for him in the hotly contested 80cc Expert main. He nursed his way to victory aboard his CR Honda and its bald tire. With plenty of tread on the middle of the tire, Barber quickly jumped into the lead, ahead of a very determined Bobby Fong. Because of the tire tread in the middle, Barber was able to gain a little bit of precious distance on Fong on the straights, then backed off on the throttle through the turns to save the tire. For the entire race, Barber protected his lead while saving his tire as Fong waited for an opportunity to strike. Although the tire basically went away, Barber's experience and determination prevailed, and he made no bobbles as he motored to victory.

Barber returned in the 100cc (Under 16) class, hoping for another win, but he had to settle for third, behind Grewe and Eaton. Grewe used his power-to-weight advantage to its fullest potential and took the holeshot, ahead of Barber and Eaton, and never looked back. Eaton immediately became the man on the move, reeling in Barber each lap, and he pounced into second when Barber bobbled slightly. Eaton made the pass stick and then settled comfortably into second, as Grewe was too far out in front to catch. Grewe continued at an awesome pace and motored home by a wide margin to victory, ahead of Eaton and Barber.

TT ace Dorrey Ingolia flew into the lead of the 100cc National main event, with Arbogast and David DeCamp in hot pursuit. The aggressive Arbogast moved within striking distance several laps later and attempted a pass, but both riders blew the corner, and the quick-thinking and hard-riding DeCamp seized the moment and passed them both for the lead. While DeCamp pulled away from the dicing duo, midpack rider Barber high-sided in the hairpin, which brought out the red flag. Barber got up quickly and was able to make the single-file restart, but this time it was DeCamp with the holeshot, followed by Ingolia and Arbogast. DeCamp maintained the lead over Ingolia and Arbogast before Arbogast sneaked into second for good. At the checkered flag, the smooth-riding DeCamp cruised home in front by a lead of about seven bike lengths. CN

Lodi Cycle Bowl
Lodi, California
Results: October 23-24, 1999

Short Track

P/W STK A: 1. Kyle Anselmi (Yam); 2. Danielle Caldeira (Yam); 3. Chad Cose (Yam); 4. Bobby Caldeira (Yam).

P/W STK B/C: 1. Jeff Hodges (Suz); 2. Coleton Galinski (Yam); 3. Jamie Pahel (Yam); 4. Shane Jones (Yam); 5. Angela Fragoso (Yam).

P/W MOD: 1. D.J. Sharkey (Yam); 2. Danielle Caldeira (Yam); 3. Chad Cose (HM); 4. Garrett Adams (KTM).

60 A: 1. Sean Jones (Kaw); 2. Joe Hernandez (Kaw); 3. Lauren Wallace (Kaw).

80 A: 1. Stewart Barber (Hon); 2. Nick Moore (Yam); 3. Frankie Lane (Suz); 4. Bobby Fong (Kaw); 5. Joe Hernandez (Yam).

80 B/C: 1. Chris Borjas (Hon); 2. William Rider (Yam); 3. Alyssa Brionez (Yam).

250: 1. Freddy Poli (Hon); 2. Jason Grewe (Suz); 3. Casey Yarrow (Yam).

VET A: 1. Bob Bacosa (Rtx); 2. William Rider (Hon); 3. Allen Yarrow (Yam).

VET B: 1. Jason Paoli (Hon); 2. Armando Rodriguez (Yam); 3. James Maher (Rtx).

VET C: 1. Scott Jacque (Hon); 2. Bert Bernades (Rtx); 3. Tim Adams (Suz); 4. Cliff Helms (Hon); 5. Charles Fabiani (Kaw).

VINT LM: 1. Steve Hall (Yam); 2. Robert Morris (Yam); 3. Chris Geilfus (Yam).

VINT 40/50+: 1. Jon Eichelbaugh (Yam); 2. Roger Hamilton (Yam); 3. Tom Booth (Yam); 4. Eric Turner (CCM); 5. Ralph Lee.

VINT TW: 1. Jon Eichelbaugh (Yam); 2. Chris Geilfus (H-D); 3. Jacob Latimer (Yam); 4. William McDonnell (Yam); 5. Steve Salt (Hon).

KNBY: 1. Joe Cunnington (Kaw); 2. Troy Pool (Yam).

OPEN A: 1. Kenny Noyes (Hbg); 2. Kevin Bricker (Hon); 3. Tony Meiring (Rtx); 4. Shawn Raggio (Rtx); 5. Jesse Sanchez (Rtx).

OPEN B: 1. Armando Rodriguez (Yam); 2. Tony Rose (Yam); 3. Jeremy Hannah (Hon); 4. Jesse Vankol (Rtx); 5. Richard Arnold (KTM).

OPEN C: 1. Scott Marquis (Hon); 2. Franko Hannah (Hon); 3. Gary King (Rtx); 4. Scott Jacques (Hon); 5. Cliff Helms (Hon).

PRO SPT: 1. Tony Meiring (Rtx); 2. Hisateru Tanaguchi (Hon); 3. Brandon Carnahan (Hon); 4. Billy Hiles (W-R); 5. Shawn Raggio (Rtx).

PRO EX: 1. Michelle DiSalvo (W-R); 2. Billy Martin (Rtx); 3. Tony Souza (Rtx); 4. Robert Seay (W-R); 5. Rob Damron (Hbg).

TT

P/W STK A: 1. Chad Cose (Yam); 2. Kyle Anselmi (Yam); 3. Bobby Caldeira (Yam).

P/W STK B: 1. Frankie Flores (Yam); 2. Jamie Pahel (Yam).

P/W STK C: 1. Shane Jones (Yam); 2. Christian Hickman (Yam).

60: 1. Sean Jones (Kaw); 2. Joe Hernandez (Kaw); 3. Cody Anselmi (Kaw).

80 A: 1. Stewart Barber (Hon); 2. Bobby Fong (Kaw); 3. Nicholas Ohge (Hon); 4. Joe Hernandez (Yam).

80 B: 1. Chris Borjas (Hon).

100 (0-16): 1. Jason Grewe (Hon); 2. Corey Eaton (Hon); 3. Stewart Barber (Suz); 4. Nicholas Ohge (Hon).

100 (16+): 1. Darrell Hughes (Suz); 2. Mark Miller (Hon); 3. Scott Corsetti (Hon); 4. Jayson Hughes (Suz); 5. Harlund Johnson (Hon).

100 VET: 1. Troy Rose (Hon); 2. Bryan Whyte (Hon); 3. Richard Dayton (Hon).

100 NAT'L: 1. David DeCamp (Hon); 2. Billy Arbogast (Suz); 3. Dorrey Ingolia (Hon).

250 A/B: 1. Casey Yarrow (Yam); 2. Freddy Poli (Hon); 3. Danny Casey (Yam); 4. Jason Grewe (Suz).

VET A: 1. Allen Yarrow (Yam); 2. David Worthen (Yam).

VET B/C: 1. Mike Foster (Yam); 2. Robert Stevenson (Kaw); 3. Raymond Buck (Hon).

S/SR: 1. Tom Booth (Bul).

PRO SPT: 1. Hisateru Tanaguchi (Hon); 2. Jimmy Ragsdale (Rtx); 3. Aaron Weston (W-R); 4. Kyle Ragsdale (Rtx); 5. Sherman Lee (Hon).

OPEN A: 1. Tony Souza (Rtx); 2. Michelle DiSalvo (W-R); 3. Robert McDonnell (H-D); 4. Allen Yarrow (Yam); 5. Hisateru Tanaguchi (Hon).

OPEN B: 1. Casey Yarrow (Yam); 2. Tony Rose (Yam); 3. Cory Yarrow (Yam); 4. Harlund Johnson (KTM); 5. Derrick Ohls (KTM).

KOTH: 1. Michelle DiSalvo (W-R); 2. Danny Casey (Rtx).

Kelsey triumphs at Texas finale

By Kat Spann and The Beckster

TYLER, TX, OCT. 23

Though he did it the hard way, Danny Kelsey proved that consistency pays off when he claimed the overall series win in the 125cc Intermediate ranks at the final round of the Tommy's Cycle Supply/MTA Bridgestone-sponsored Texas State Championship Series. A list of 455 entered riders attended the last of the five-race series, for an average of 553 riders per event, and many of the classes were undecided right down to the final stretch. Two brand-new motorcycles, an array of mountain bikes and one-year passes for free racing were given away. This was in addition to overall contingencies and plaques awarded.

Topping the list of unbeaten racers throughout the entire series, with 125 perfect points, plus an extra 10 points for attending all five rounds, were 50cc (4-5) racer Caleb Dowell, 80cc Open (7-16) rider Jonathan Kerr, Over 35 competitor Michael Clement and Over 40 rider Darwin Huckabee. The 125cc Beginner and Over 25 Novice classes both ended in a tie in points between the top two finishers; Shawn Parker won the Beginner class and Joe Thornton won the Over 25 division by way of overall-performance records.

The final round was a two-day event, in which several riders found themselves in a precarious position when they inadvertently forgot that the first motos were run on Saturday in order to allow ample time to distribute the awards on Sunday. One such victim was Danny Kelsey, who lost a shot at a second-overall series win in the 125cc Open division when he missed the first-moto gate.

The 125cc Intermediates and Pros gated together. Pro Derek Gerdes jumped out front in short order on his Honda of Houston CR. Intermediate James Marshall put his Team Green KX at Gerdes' rear wheel, while McDonald's Racing/PFC-backed McFly Scheel raced in third, followed by Highland Kawasaki Pro rider Kyle Williams and D&S/MSR/Wiseco/FMF/Super Fast Performance Fuels' Kelsey.

"Because we got here late, I missed both practice and my first 125cc Open race, so I went out on the track blind," said Kelsey.

Gerdes held the lead, with Marshall holding down second and Williams third after he passed Scheel on lap two. Kelsey used the first couple of laps to get his bearings before he was able to pass Scheel on lap three. Marshall took the checkered flag with the Intermediate lead, behind Gerdes. Williams followed for second in the Pro race, and Kelsey was second in the Intermediate. The points leader going into this round, Vernon McKiddie, finished behind them.

Kelsey had to beat McKiddie in the second moto in order to get the overall title for the series, as Marshall had missed the first round and only held 60 points to Kelsey's 70 and McKiddie's 71.

When the gate dropped for moto two, Gerdes took the holeshot, once again followed by Marshall and Williams. Kelsey gated fourth, and they resumed the game of cat-and-mouse.

McKiddie suffered a less-than-stellar start back in seventh place and had to work hard to catch up to the front-runners, but Kelsey held on to second to the finish for second-place points, giving him a total of 92 to McKiddie's third-place overall finish of 89. In spite of his first-round absence, Marshall finished the series with a respectable fourth-place overall, behind Scheel's third overall.

In the Over 25 Novice event, both the winner and runner-up tied in points after the final round. Joe Thornton led the charge onto the course, chased by Bill DeBaca, who knew he had two points on Thornton going into the final race, so the overall series win would rest on the better overall finish between the two.

DeBaca passed Thornton on the first lap when Thornton miscued, which allowed Mike Byrd, Ferrel Fooshee and Junior Pirkle to get by. Thornton battled back, passing first Fooshee and then Pirkle. In the meantime, Byrd passed DeBaca on the final lap to take the win, with Thornton finishing third behind DeBaca.

In the second moto, Thornton was out front and determined to win, and he held off Byrd all the way to the checkered flag. DeBaca finished third. When the scoring was completed, it was Byrd with the overall win, Thornton second and DeBaca third. Thornton's 15-2-1-4-2 finishes beat out DeBaca's 2-3-10-3-3 finish record for the series overall, while Byrd, who missed the first round and had a dismal finish at round two, finished fifth overall in the series, behind third-placed Casey Ford and fourth-placed Fooshee.

It was a showdown between 80cc (14-15) racers Ernie Phillips and James Pino for the coveted overall win. Phillips lined up for the final race with a 1-3-2-1 win record and 92 points to Pino's 2-1-3-2 for 89 points. Houston's Bradley Mikolas absconded with the holeshot in moto one, with Phillips in pursuit and passing Mikolas on the first lap for the lead. Mikolas gave chase, holding Pino in third but unable to catch the leader.

The second-moto start was a repeat of the first, with Phillips once again taking over the lead on the first lap. Pino had to work his way up from fifth place, passing John Lea on lap two and then Austin Jones on lap three to finish third for third overall. Phillips took the series cap with 127 points to Pino's 119.

Caleb Dowell was flawless in all five rounds of the series, winning every 50cc (4-6) event. Jonathan Tawney's 2-2-5-8-2 awarded him second overall, while Jacob Turbyfill finished third with a 3-4-10-7-3 tally. Bryer Calley started the series with a 10th overall but improved throughout the next four rounds to finish with a 10-5-4-5-4 for fourth overall, while Mark Slade capped off fifth place with a 6-7-7-4-7 score.

Jamison Miller went into the final round leading both the 50cc (7-8) and 50cc Open categories, but an unfortunate crash in the wooded section of the course sent Miller to the hospital for some major hand repairs. He returned with bandaged fingers to cheer on his fellow riders as a spectator. Miller had established enough points, however, to still claim third overall in the 50cc (7-8) category and second overall in the 50cc Open.

Chaz Holladay took the 50cc (7-8) win in front of Derek Barath by only three points at the final round, while Barath claimed the overall Open win with 119 total points on the board. CN

Swan Cycle Park
Tyler, Texas
Results: October 23, 1999 (Round 5 of 5)

50 (4-6): 1. Caleb Dowell (Cob); 2. Jonathan Tawney (KTM); 3. Jacob Turbyfill (Cob); 4. Bryer Calley (KTM); 5. Lance Begnaud II (Cob).

50 (7-8): 1. Chaz Holladay (Cob); 2. Derek Barath (Cob); 3. Rodolfo Fernandez (Cob); 4. Zeb Smith (Cob); 5. Daniel Reese (Cob).

Danny Kelsey (24) captured the 125cc Intermediate series honors, but a faux pas cost him the 125cc Open title by only five points!

50 OPEN: 1. Rodolfo Fernandez (Cob); 2. Derek Barath (Cob); 3. Daniel Reese (Cob); 4. Jonathan Tawney (KTM); 5. Jeremy Dominique (KTM).

60 (7-9): 1. Joseph Marburger (Kaw); 2. Rodolfo Fernandez (Kaw); 3. Cody Stark (Kaw); 4. Brad Bridges (Kaw); 5. Chaz Holladay (Kaw).

60 (10-11): 1. Matthew Lemoine (Kaw); 2. Marshall Smith (Kaw); 3. Jake Lowry (Kaw); 4. Tyler Beque (Kaw); 5. Josh Eure (Kaw).

60 OPEN: 1. Matthew Lemoine (Kaw); 2. Cody Stark (Kaw); 3. Jake Lowry (Kaw); 4. Tyler Beque (Kaw); 5. Josh Eure (Kaw).

80 BEG: 1. Chris Cotton (Kaw); 2. Jordan Cupples (Kaw); 3. Lance Garza (Hon); 4. Chris Milligan (Yam); 5. Brandon Ball (Kaw).

80 (7-11): 1. Vince Monteleone (Kaw); 2. Ryan Grantom (Kaw); 3. Marshall Smith (Kaw); 4. Brandon Knight (Kaw); 5. Cody Stark (Kaw).

80 (12-13): 1. Jonathan Kerr (Kaw); 2. Bryan Zachary II (Suz); 3. Jose Fernandez (Kaw); 4. Kyle Coffman (Hon); 5. Chase Guedry (Yam).

80 (14-16): 1. Ernie Phillips (Suz); 2. Bradley Mikolas (Kaw); 3. James Pino (Hon); 4. Austin Jones (Hon); 5. Dustin Schultz (Yam).

80 OPEN: 1. Jonathan Kerr (Kaw); 2. Bryan Zachary II (Suz); 3. Jose Fernandez (Kaw); 4. James Pino (Hon); 5. Ernie Phillips (Suz).

125 BEG: 1. Shawn Parker (Hon); 2. Michael Mouton (Yam); 3. Chris Lloyd (Hon); 4. Kevin Simmons (Kaw); 5. Kevin Lizarraga (Yam).

125 NOV: 1. Adam Turner (Yam); 2. Glenn Herbert II (Kaw); 3. Brian Starnes (Hon); 4. Brian Germany (Yam); 5. Jamie Ellis (Yam).

125 INT: 1. James Marshall (Kaw); 2. Danny Kelsey (Kaw); 3. Jason Gaddis (Kaw); 4. Vernon McKiddie (Yam); 5. McFly Scheel (Suz).

125 OPEN AM: 1. James Marshall (Kaw); 2. Chase Romero (Hon); 3. Jason Gaddis (Kaw); 4. Coy Hobgood (Yam); 5. Adam Turner (Yam).

125 PRO: 1. Derek Gerdes (Hon); 2. Kyle Williams (Kaw); 3. Kevin Vines (Suz); 4. Brian Croft (Yam).

250/650 BEG: 1. Kevin Simmons (Kaw); 2. Joe Laurens (Kaw); 3. Craig Moran (Yam); 4. Randy Fairburn (Yam); 5. Michael Allen (Yam).

250/650 NOV: 1. Glenn Herbert II (Kaw); 2. Chance Miles (Hon); 3. Kevin Lovell (Yam); 4. Jason Lovell (Yam); 5. Shaun Romero (Suz).

250/650 INT: 1. McFly Scheel (Suz); 2. Coy Hobgood (Yam); 3. Randy Rector (Yam); 4. Tracy Franks (Yam); 5. Danny Waldrop (Yam).

250/650 OPEN AM: 1. Coy Hobgood (Yam); 2. Cory Sanders (Hon); 3. David Hallmark (Yam); 4. Trey Franks (Yam); 5. Brian Riggan (Suz).

250/650 PRO: 1. Derek Gerdes (Hon); 2. Michael Clements (Hon); 3. Dave Shade (Kaw).

WMN: 1. Snookie Tinnerman (Kaw); 2. Taryn Covington (Yam); 3. Liz McFarland (Kaw); 4. Jacki Hudson (Hon); 5. Kristy Shealy (Kaw).

350/650 OPEN AM: 1. Justin Duvall (Yam); 2. Brad Smith (KTM); 3. Bubba Bardwell (Hon); 4. Terry Dike (Kaw); 5. Calin Ferris (Kaw).

25+ NOV: 1. Mike Byrd (Yam); 2. Joe Thornton (Kaw); 3. Bill DeBaca (Yam); 4. Casey Ford (Suz); 5. Junior Pirkle (Kaw).

25+ INT: 1. Randy Rector (Yam); 2. Scott Heichelheim (Hon); 3. Gary Pratt (Yam); 4. Cord Lee (Yam); 5. Orion Turbyfill (Hon).

25+ EX: 1. Dave Shade Jr. (Kaw); 2. Shaun Martin (Hon); 3. Brian Croft (Yam).

30+ NOV: 1. Terry Dike (Kaw); 2. Randy Whales (Hon); 3. Earnie Mode (Yam); 4. Mark Chrisman (Yam); 5. Sean Marcantel (Yam).

30+ INT: 1. Orion Turbyfill (Hon); 2. Tom Hudson (Kaw); 3. Dan Scheffler (Hon); 4. Ron Wipe (Kaw); 5. Craig Connelly (Yam).

30+ EX: 1. Michael Clement (Hon); 2. Hoot Parker (Kaw); 3. Sam Redmond (Kaw); 4. Shawn Martin (Hon); 5. Donnie Elmer (Yam).

35+: 1. Michael Clement (Hon); 2. Hoot Parker (Kaw); 3. Bubba Bardwell (Yam); 4. Sam Redmond (Kaw); 5. Dan Scheffler (Hon).

40+: 1. Darwin Huckabee (Hon); 2. Steve Massey (Kaw); 3. Steve McCombs (Kaw); 4. Peyton Treadwell (Hon); 5. Robert Porter (Yam).

TEXAS STATE CHAMPIONSHIP SERIES FINAL POINT STANDINGS (After 5 of 5 rounds):

50 (4-6): 1. Caleb Dowell (135); 2. Jonathan Tawney (105); 3. Jacob Turbyfill (93); 4. Bryer Calley (89); 5. Mark Slade Jr. (85).

50 (7-8): 1. Chaz Holladay (117); 2. Derek Barath (114); 3. Jamison Miller (110); 4. Rodolfo Fernandez (108); 5. Zeb Smith (95).

50 OPEN: 1. Derek Barath (119); 2. Jamison Miller (109); 3. Chaz Holladay (108); 4. Rodolfo Fernandez (93); 5. Daniel Reese (91).

60 (7-9): 1. Joseph Marburger (125); 2. Rodolfo Fernandez (112); 3. Chaz Holladay (97); 4. Cody Stark (81); 5. Aaron Strickland (77).

60 (10-11): 1. Marshall Smith (119); 2. Matthew Lemoine (116); 3. Tyler Beque (96); 4. Josh Eure (94); 5. Jake Lowry (87).

60 OPEN: 1. Matthew Lemoine (132); 2. Jake Lowry (106); 3. Rodolfo Fernandez (97); 4. Tyler Beque (96); 5. Cody Stark (93).

80 BEG: 1. Chris Cotton (124); 2. Jordan Cupples (115); 3. Jason Sonnier (87); 4. David Slider (81); 5. Brandon Ball (81).

80 (7-11): 1. Vince Monteleone (124); 2. Ryan Grantom (113); 3. Brandon Knight (95); 4. Ryan Hartley (94); 5. Cody Stark (81).

80 (12-13): 1. Bryan Zachary (120); 2. Jose Fernandez (115); 3. Jonathan Kerr (111); 4. Chase Guedry (93); 5. John Baker (88).

80 (14-16): 1. Ernie Phillips (127); 2. James Pino (119); 3. Austin Jones (104); 4. Justin Sims (85); 5. Jacob Bederka (83).

80 OPEN: 1. Jonathan Kerr (135); 2. Bryan Zachary (110); 3. Ernie Phillips (93); 4. James Pino (88); 5. Jose Fernandez (79).

125 BEG: 1. Shawn Parker (112); 2. Mike Mouton (112); 3. Chris Lloyd (106); 4. Kevin Simmons (102); 5. Kevin Lizarraga (75).

125 NOV: 1. Adam Turner (115); 2. Glenn Herbert II (107); 3. Jamie Ellis (91); 4. Brian Starnes (78); 5. Joey Reed (76).

125 INT: 1. Danny Kelsey (102); 2. Vernon McKiddie (99); 3. McFly Scheel (90); 4. James Marshall (85); 5. Chris Istre (60).

125 OPEN: 1. James Marshall (88); 2. Danny Kelsey (83); 3. Chris Istre (76); 4. Adam Turner (67); 5. Jason Gaddis (67).

250/500 BEG: 1. Kevin Simmons (125); 2. Michael Elshout (91); 3. Joe Laurens (89); 4. Craig Moran II (83); 5. Chet Nix (70).

250 NOV: 1. Glenn Herbert II (117); 2. Chance Miles (106); 3. Kevin Lovell (106); 4. Shaun Romero (90); 5. Jason Lovell (87).

250 INT: 1. McFly Scheel (124); 2. Coy Hobgood (99); 3. Trey Franks (90); 4. Randy Rector (85); 5. David Hallmark (85).

250 OPEN: 1. David Hallmark (106); 2. Trey Franks (88); 3. Brian Riggan (82); 4. Eric Reed (70); 5. Cody Sanders (63).

WMN: 1. Snookie Tinnerman (126); 2. Taryn Covington (112); 3. Elizabeth McFarland (106); 4. Jacki Hudson (93); 5. Kathy Nielsen (16).

350/650 OPEN: 1. Justin Duvall (115); 2. Terry Dike (95); 3. Brad Smith (89); 4. Calin Ferris (85); 5. Eric Mille (83).

25+ NOV: 1. Joe Thornton (103); 2. Bill DeBaca (103); 3. Casey Ford (85); 4. Ferrel Fooshee (74); 5. Michael Byrd (70).

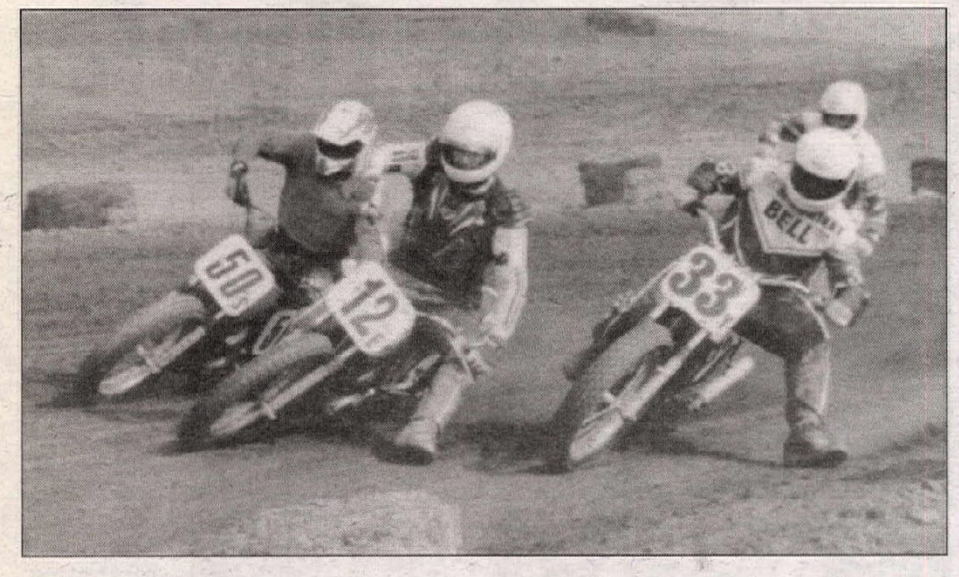
25+ INT: 1. Greg Lewis (122); 2. Randy Rector (111); 3. Scott Heichelheim (105); 4. Craig Connelly (92); 5. Cord Lee (91).

30+ NOV: 1. Alan Trammell (118); 2. Earnie Mode (114); 3. Mark Chrisman (107); 4. Terry Dike (97); 5. Ferrel Fooshee (91).

30+ INT: 1. Greg Lewis (121); 2. Craig Connelly (104); 3. Orion Turbyfill (101); 4. Dan Scheffler (89); 5. Ron Wipf (88).

35+: 1. Michael Clement (135); 2. Sam Redmond (107); 3. Darwin Huckabee (89); 4. Dan Scheffler (86); 5. Bubba Bardwell (78).

40+: 1. Darwin Huckabee (135); 2. Peyton Treadwell (104). 3. Steve McCombs (116); 4. Robert Porter (76); 5. Lester Knight (76).



(Left) On the final weekend of AHRMA Western Regional Flat Track Series racing in Tulare, California, Ken Netto (33Y) took the Sportsman 250cc-class win over Brad Holt (50S), who took second, and Jeff Lessley (12E), who placed third.
(Right) Barry Carsten (56) dominated the 125cc, 250cc and Over 30 Open Expert classes at the Halloween Classic at the Broome-Tioga Sports Center in Binghamton, New York. Barry carded perfect 1-1 scores for top honors in all three divisions.

AHRMA Western Regional Flat Track Series
Final Round: Tulare Cycle Park

Netto nets the last one

By Dennis Suter

TULARE, CA, OCT. 23

The last weekend of AHRMA's Western Regional Flat Track Series was held at the site that began the resurgence of vintage flat-track racing in Southern California. The Monger family has been promoting AHRMA racing since 1992 at their track on Tulare city property. Some 135 entrants were in attendance, and the day's main-event racing started with the Super Seniors class.

Triumph riders Mickey Alzola and Duane Spence swapped the lead numerous times on the quarter-mile cushion oval, but Alzola's inside move out of four fell just short at the checkers. Sam Grey finished third on a Honda.

A new bike and rider dominated the Classic 500/750cc class. Robert Cunningham from San Mateo rode his CB Honda twin away from Chris Rudy's 750cc Harley. Jeff Apple, on a Sprint, was third.

In the Classic Open main, Butch Cochran bested Chris Apple, both on Triumph twins. Apple survived a crash during practice in which bike and rider cartwheeled through the hay bales.

Three Lessley brothers competed in the Classic 250cc race. Jeff had it won until his brakeless Bultaco tightened up on the last lap, handing the win to Ossa racer Tom Horton.

The large field of Sportsman 600s were led to the first turn by Dennis Spence. By the third lap, Brad Spencer had worked to the front from his fifth-place start and pulled away. The battle was on for second, as Robert Cunningham, Brad Holt and Paul Herman exchanged the position almost every lap. Cunningham held off Holt's furious charge to the finish, followed by Herman and Spence.

The Western region experimental classes had very good rider turnout. Cliff Nagatani won the 250cc Novice class, Gary Swan took the 600cc Novice win, and David Harness won the 750cc Novice race. Horton aced the 125cc Sportsman contest, over Darren Pritchett's four-stroke Honda.

Herman started vintage racing in the Support class, and he is now very competitive in both big singles AHRMA classes. He powered by Ron Hinton in the first turn of the '70s Singles event and held on to the checkers. Brad Spencer had bike problems and took a uncharacteristic trip into the hay bales. Mike Gonzales and Rod Lake pushed and shoved over second, while Dana Perry grabbed forth.

Sportsman 250cc rider Ken Netto, on a stock-framed Can-Am, showed the way to Bultaco-mounted Brad Holt and Jeff Lessley. Cunningham had another four-stroke Honda running well for fourth. Big-bore Sportsman Triumphs ridden by Rod Spencer and Horton went one-two in their event. Yamaha-mounted John Proto finished third, while BSA rider Mike Van Lienden moved up to fourth. Van Lienden won the Seniors race over Marty Lewis and Steve Lacey.

Robert Hansen and Craig Haas took the holeshot in the Vet main, but Jeff Lessley had the lead by the end of the first lap. His lead was short-lived, as Rod Spencer powered around the Bultaco rider for the first spot and the win. Hansen hung on for third.

Craig Rodgers' XR Harley smoked into the lead of the Unlimited Support race, but Rod Lake's outside line was good for the first spot after the initial lap. Jeff Apple, riding the wheels off a Yamaha, finished second.

Wood-Rotax rider Donnie Harrell went flag to flag ahead a good-sized Pro field. Randy Bereman passed Danny Richie about midrace for second, and Scott Podergois, who was coming from the penalty line, finished fourth. CN

Tulare Cycle Park
Tulare, California
Results: October 23, 1999

CLSC 250: 1. Tom Horton (Oss); 2. Ron Lessley (Bul); 3. Jerry Lessley (Bul); 4. Tom Moore (R-E); 5. Jeff Lessley (Bul).
CLSC 500/750: 1. Robert Cunningham (Hon); 2. Chris Rudy (H-D); 3. Jeff Apple (H-D); 4. David Brown (BSA); 5. Henry Nomenmader (H-D).
CLSC OPEN: 1. Butch Cochran (Tri); 2. Chris Apple (Tri); 3. David Harness (Tri); 4. Stu Cardott (Tri); 5. Daryl Foster (BSA).
NOV SPTSMN 250: 1. Cliff Nagatani (Bul); 2. Michael Lessley (Hon); 3. Bob Stuscavage (Yam); 4. Dan Casamajor (Bul); 5. Bob Cellini (Bul).
NOV SPTSMN 600: 1. Gary Swan (Tri); 2. Dave Cheney (Yam); 3. Jack Dennis (Bul); 4. Alan Shaw (Tri); 5. Curt Haisley (Yam).
NOV SPTSMN 750: 1. David Harness (Tri); 2. Richard Held (Yam); 3. David Nicholson (Tri); 4. Gerald Spencer (Tri); 5. Bill Blyth (Tri).
SPTSMN 125: 1. Tom Horton (Kaw); 2. Darren Pritchett (Hon); 3. Curt Lang (Bul); 4. Rod Lessley (Hon); 5. Tim Dowd (Hon).
SPTSMN 250: 1. Ken Netto (C-A); 2. Brad Holt (Bul); 3. Jeff Lessley (Bul); 4. Robert Cunningham (Hon); 5. Nick Nazzisi (Yam).
SPTSMN 600: 1. Brad Spencer (Hon); 2. Robert Cunningham (Hon); 3. Brad Holt (Bul); 4. Paul Herman (Yam); 5. Dennis Spence (Hon).
SPTSMN 750: 1. Rod Spencer (Tri); 2. Tom Horton (Tri); 3. John Proto (Yam); 4. Mike Van Lienden (BSA); 5. Marty Lewis (Tri).
DINO: 1. Mark Milton (Ind).
'70s SGL: 1. Paul Herman (Yam); 2. Mike Gonzales (Yam); 3. Rod Lake (Yam); 4. Dana Perry (Yam); 5. Ron Hinton (Yam).
VET 35+: 1. Rod Spencer (Tri); 2. Jeff Lessley (Bul); 3. Robert Hansen (Hon); 4. Tedd Mello (Kaw); 5. Craig Haas (Yam).
SR 50+: 1. Mike Van Lienden (BSA); 2. Mary Lewis (Tri); 3. Steve Lacy (Hon); 4. Henry Nonemacher (H-D); 5. Warren Adams (Tri).
S/SR 60+: 1. Duane Spence (Tri); 2. Mickey Alzola (Tri); 3. Sam Grey (Hon); 4. Jim Chisum (BSA); 5. Larry Harness (Tri).
U/L SUP: 1. Rod Lake (Yam); 2. Jeff Apple (Yam); 3. Dante D'Ambruoso (W-R); 4. Craig Rodgers (H-D); 5. Robert Stevenson (Kaw).
PRO: 1. Donnie Harrell (W-R); 2. Randy Bereman (Yam); 3. Danny Richie (Yam); 4. Scott Podergois (Hon); 5. Matt Proto (W-D).

Halloween Classic
Broome-Tioga Sports Center

Carsten's ghostly trio

By Jim P. Sanderson

BINGHAMTON, NY, OCT. 31

Nationally ranked Pro rider Barry Carsten dominated the 125cc, 250cc and Over 30 Open Expert classes, scaring up perfect 1-1 scores in all three divisions at the Halloween Classic, hosted by Tom Hurd Promotions at the Broome-Tioga Sports Center. Mother Nature provided some tricks and some treats: some rain, some sun, lots of wind, and cooler temperatures as the day wore on. More than 300 riders signed up to race in 24 classes. This was the final race of the 1999 season for the Broome-Tioga facility.

Jarrett Newby earned the holeshot honors in the first 250cc Open Expert moto but was quickly passed by Tom Littman, who took the point position by the Pro finish-line double. Trailing him were Mike Dougherty Jr., Bromely Suzuki-backed Carsten, Tom Cole and Dave Burger. Near the end of lap one, Dougherty and Carsten passed Littman in the turns preceding the Broome-Tioga Dinner Table. Littman was relegated to third. Burger then passed Littman for third just after the start of lap two. Cole was still holding down fifth. Carsten blew by Dougherty for the lead on the new tunnel jump and began to pull away. Carsten's lead was 16 seconds by the start of lap four. Cole passed Littman for fourth on lap five. Burger closed the gap on Dougherty and passed him for second with a lap to go. Carsten took the checkered flag with more than a 20-second lead. Rounding out the top five were Burger, Dougherty, Cole and Littman.

Newby got another great start in the second moto, nailing another holeshot, but he was quickly passed by Carsten. Trailing them were Littman and Darryl Smith. When the leaders came off the front supercross section, Carsten already had a six-second advantage. In tow were Littman, Burger, Cole and Dougherty. Carsten's lead was 14 seconds by the start of lap two. Burger passed Littman in the supercross section for second. Cole and Dougherty remained in fourth and fifth. On the next lap, Cole managed to get around Littman for third. Then Dougherty got by Littman for fourth, and Littman found himself in fifth - a repeat of the first moto. The top-five running order was now Carsten, Burger, Cole, Dougherty and Littman.

Dougherty passed Cole for third on lap four. Littman passed Cole back on lap five to take fourth. Carsten took the checkers with more than a 20-second lead. Rounding out the top five were Burger, Dougherty, Littman and Cole.

Carsten earned the top podium spot with his perfect 1-1 score. Burger and Dougherty rounded out the podium.

Justin Jackson nailed the holeshot in the first Mini Combined moto. Trailing him were James Ayres and Caleb Miller. When the leaders emerged from the supercross section, Jackson managed to hold on to the point position, but he was already feeling pressure from Miller, who was now in second. Ayres dropped to third. Justin Barney and B.J. Smith rounded out the top five.

Miller passed Jackson for the lead shortly after the start of lap two. Barney crashed and dropped out of the top five, and the running order was now Miller, Jackson, Ayres, Smith and Allen Robinson. Miller's lead was an astounding 18 seconds when he emerged from the supercross section on lap two. Ayres and Smith both passed Jackson for second and third, dropping Jackson to fourth. Robinson held on to fifth. Miller's lead was more than 20 seconds by the start of lap three.

Mitch Dougherty passed Robinson for fifth on lap three. Dougherty was charging hard and managed to pass everyone except Miller by the last lap. Miller took the checkered flag by more than a 20-second margin. Rounding out the top five were Dougherty, Smith, Jackson and Ayres.

Jackson managed to earn himself holeshot honors again in the second Mini Combined moto. In tow were Miller, Barney and Dougherty. Miller took the point position just before the supercross section. Jackson crashed in the supercross section and dropped out of the top five. The lead order was now Miller, Dougherty, Barney, Smith and Robinson. On lap two, Robinson moved up to third, Smith held fourth and Barney dropped to fifth. Dougherty chipped away at Miller's lead and was pressuring him for the lead on the last lap. Dougherty finally made his move for the lead following the off-camber double on the back hill of the racecourse. Dougherty dived for the inside line and got by Miller. Not to be denied,

Miller had taken the outside line in the corner but squared off the berm and cut back across and block-passed Dougherty to retake the lead with only two turns to go. Miller took the win, followed by Dougherty, Robinson, Smith and Barney. Miller earned the top podium spot. Dougherty and Smith rounded out the podium. CN

Broome-Tioga Sports Center
Binghamton, New York
Results: October 31, 1999

250 OPEN EX: 1. Barry Carsten; 2. Dave Burger; 3. Mike Dougherty Jr.; 4. Tom Littman; 5. Tom Cole.
MINI COMB: 1. Caleb Miller; 2. Mitch Dougherty; 3. B.J. Smith; 4. Allen Robinson; 5. James Ayres.
50 (7-8): 1. Nick McPhee; 2. Jake Beebe; 3. John Vergalito; 4. Tyrone Bapp Jr.; 5. Zach Mauro.
50 (4-6): 1. A.J. Krueger.
P/W: 1. Mike Hale; 2. Stephen Pierce; 3. Michael Rommel; 4. Jonathan Daniels; 5. Jimmy Doolittle.
JR MINI 80: 1. Mitch Dougherty; 2. Justin Barney; 3. Josh Stoodley; 4. Marshall Hurd; 5. Scott Sears.
25+ EX: 1. Randy Barker; 2. Tom Cole; 3. Darryl Smith; 4. George Austin; 5. David Kent.
25+ AM: 1. Mike Meleski; 2. Tim Henry; 3. Lance Howard; 4. Steve Ackley; 5. Jeff Allen.
40+: 1. Jarrett Newby; 2. Marc Sleeper; 3. Jerry Zenzillo Sr.; 4. Dennis Hunt; 5. Lionel Thurston.
30+ NOV: 1. Lou Giomboni; 2. Robert Hagreen; 3. Patrick Palmer; 4. Ridgely Thoreck; 5. Rick Tatrault.
CLGBY: 1. Jason Fox; 2. Rick Conley; 3. Bear Hughson; 4. Jimmy Miller; 5. Mike Ching.
JR MINI 60: 1. Josh Stoodley; 2. Scott Sears; 3. Mike Case; 4. Jerry Zenzillo Jr.; 5. Geoffrey Macewen.
250 OPEN NOV: 1. Dave Nyzio; 2. Pete O'Malley; 3. Ward Davis; 4. Richie Strube; 5. Tom Bernard.
30+ EX: 1. Barry Carsten; 2. Dave Burger; 3. Darryl Smith; 4. Alan Lendrum; 5. Joe Dibella.
30+ AM: 1. Henry Lucio; 2. Tim Thompson; 3. Tim Henry; 4. Mike Meleski; 5. Jeff Allen.
125 AM: 1. Jimmy Miller; 2. Bear Hughson; 3. Ricky Conley; 4. Jim Joy; 5. Richard Yelle.
125 NOV: 1. Dave Grover; 2. Michael Klinger; 3. Derek Mantei; 4. Doug Schloegel; 5. David Brocavich.
125 EX: 1. Barry Carsten; 2. Mike Dougherty Jr.; 3. Dave Burger; 4. Jason Fox; 5. Tommy Littman.
250 OPEN AM: 1. Bear Hughson; 2. Matthew Hibbard; 3. David Lendrum; 4. Fred Metzger; 5. Jim Joy.
SR MINI: 1. Caleb Miller; 2. Justin Jackson; 3. B.J. Smith; 4. Adam Desantis; 5. Allen Robinson.
SR MINI NOV: 1. Moose Hughson; 2. David Peters; 3. James Danquer; 4. Bobby Raymond; 5. Brian Cook.

California Racing Club Sponsorship Series
Round 2: Los Angeles County Raceway

Howe's howlin' Halloween

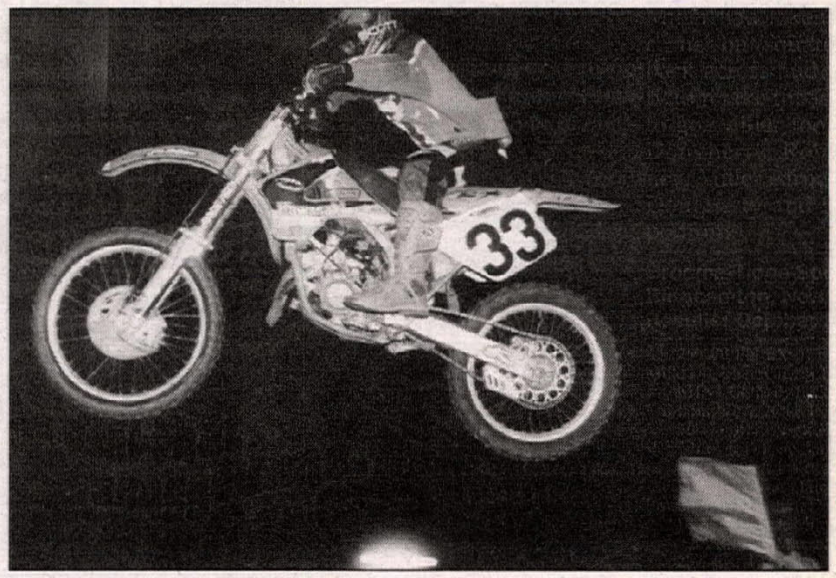
By Greg Robertson

PALMDALE, CA, OCT. 31

Scott Howe proved to be scary-fast on Halloween day, as he tricked the rest of the 125cc Intermediates with a pair of good starts and then treated himself to the overall win with a 2-1 showing at Los Angeles County Raceway during round two of California Racing Club's 11th annual Sponsorship Series.

Honda rider Todd Gosselaar got the jump on a trio of Yamahas ridden by Johner Faulkner, Howe and Shane Smith early in moto one. Howe got around Faulkner for second place after a lap but wasn't having much luck in catching Gosselaar. Gosselaar put in a great ride, leading by five seconds at lap three and then doubling that margin over Howe by the time the checkers fell. Mike Meadows showed some good speed, coming from a 12th-place start to earn third over Faulkner, Smith and Shawn Trabert.

Howe put his Rider's Choice Performance/O'Neal/Flum Racing-backed YZ125 into the top spot while exiting turn one in moto two to lead Gosselaar, George LaMonte and Chaz Smith. Gosselaar was all over Howe for the first two laps before going down and dropping to fourth. Meadows once again overcame a poor start and slipped past Smith for second place. Smith then crashed himself back to 12th a short time later.



(Above left) On Halloween, Scott Howe howled to the 125cc Intermediate win at the second round of the California Racing Club Sponsorship Series, held at Los Angeles County Raceway in Palmdale. (Above right) Chris Clarkson capped off his beginner season with wins in both the 125cc D and Unlimited C/D classes at the final two JMX races of 1999.

The race was all Howe's, and he collected the checkers with an impressive 15-second lead over Meadows. Todd's brother, Caleb Gosselaar, slowly worked his way up through the field to finish third and take fourth overall behind the 5-4 score of Shane Smith. Todd Gosselaar ended up on the ground again before the end of the moto but still salvaged fifth overall with 1-10 finishes.

Chris Taylor had an easy time in the first 125cc Novice moto, taking the win over Matt Simpson and Matt Gomez.

Things were a little tougher for Taylor in round two, as Simpson nailed the holeshot and was reluctant to give up the lead. Taylor hounded Simpson throughout the moto, finally taking the lead with slightly more than a lap remaining. Nick Cali almost caught Taylor at the line for a close second. Simpson dropped to fifth place on the final circuit but still earned second overall, over the 3-8 of Gomez and the 8-4 of Josh Bagge.

One of Team Green's newest recruits, Trent Pugmire, was untouchable in the 60cc (9-11) class on his new KX65. Pugmire ended up with a couple of commanding leads over runner-up Shawn Butler. KTM pilots Preston Lundin and Ken Slater claimed third and fourth, respectively. CN

Results

P/W BEG: 1. Justin Schuoler (Lem); 2. Zach Springer; 3. Shawn Rhinehart (KTM); 4. Damien Tachett (KTM).
P/W YAM BEG: 1. Taylor Farner (Yam); 2. Dalton Zahrt (Suz); 3. Andrew Delgado (Yam).
P/W ADV: 1. Christopher Bracket (KTM); 2. Dalton Costahaude (KTM).
S/P/W (7-9): 1. Keith Robinson (Cob); 2. Kevin Carroll (KTM).
P/W 60: 1. Keith Robinson (Cob).
P/W 70: 1. Chelsea Candido (Hon).
60 BEG: 1. Tyler Krasel (Kaw); 2. Andy Delarge (Kaw); 3. Tony Nataro (Kaw); 4. Chris Deeds (KTM); 5. Christopher Bracket (KTM).
60 (4-8): 1. Jake Lacey (Kaw).
60 (9-11): 1. Trent Pugmire (Kaw); 2. Shawn Butler (Kaw); 3. Preston Lundin (Kaw); 4. Ken Slater Jr. (KTM); 5. Douglas Carter (Kaw).
80 BG: 1. Drew Gosselaar (Hon); 2. Steven Colson (Yam); 3. Casey Logan (Kaw); 4. Daniel Cagle (Hon); 5. Adas Bakchis (Hon).
80 (7-11): 1. Robert Memoli (Yam); 2. Kyle Jenkins (Kaw); 3. Kevin Wageman (Yam); 4. Tim McDaniel (Yam); 5. Tanner Alexander (Yam).
80 (12-13): 1. Dave Carter (Kaw); 2. Randall Hall (Kaw); 3. Cory Redenius (Kaw); 4. Garrett Norr (Hon); 5. Kyle Foltz (Kaw).
80 (14-16): 1. Chris Norr (Hon); 2. Steven Hernandez (Yam); 3. Garrett Warren (Kaw).
S/MINI: 1. Chris Norr (Hon); 2. Robert Memoli (Yam); 3. Garrett Warren (Kaw); 4. Randall Hall (Kaw); 5. Joshua Hess (Kaw).
125 BEG: 1. Robert Clark (Suz); 2. Robert Skinner (Hon); 3. Travis Mehterian (Hon); 4. Adam Gragg (Yam); 5. Cory Krasel (Yam).
125 NOV: 1. Chris Taylor (Yam); 2. Matt Simpson (Hon); 3. Matt Gomez (Kaw); 4. Josh Bagge (Hon); 5. Mike McAlpin (Yam).
125 INT: 1. Scott Howe (Yam); 2. Mike Meadows (Hon); 3. Shane Smith (Yam); 4. Caleb Gosselaar (Hon); 5. Todd Gosselaar (Hon).
125 PRO: 1. Nick McBride (Yam); 2. Michael Young (Yam).
250 BEG: 1. Aaron Bjork (Yam); 2. Grant Moore Jr. (Hon); 3. Jason Reyes (Yam); 4. Bryan Ward (Yam); 5. Chris Carroll (Suz).
250 NOV: 1. Josh Bagge (Hon); 2. Henden Ole (Yam); 3. Jimmy Chamberlin (Kaw); 4. Neil Chisholm (Hon); 5. Jordan Burroughs (Yam).
250 INT: 1. Brent Gilliam (Yam); 2. Jon Zahrt (Suz); 3. Shane Smith (Yam); 4. Josh Mason (Hon); 5. Chris Thompson (Suz).
250 PRO: 1. Erik Kehoe (Yam); 2. Norm Schiel (Hon); 3. Frank Costanzo (Hon).
JR VET NOV: 1. Mike Embry (Hon); 2. Pasha Afshar (Yam); 3. Bruce Richards (Kaw); 4. Eric Lathrop (Kaw); 5. Mark Field.
JR VET INT: 1. Robbie Dunham (Yam); 2. Vince Baioni (Suz); 3. Ed Guajardo (Suz); 4. Ryan Vonlossberg (Hon); 5. Chris Reed (Kaw).
VET BEG: 1. Cary McConnell (Kaw); 2. Darren Lowry (Yam); 3. Rick McComb (Yam); 4. Nick Dally (Suz); 5. Kirk Jenco (Yam).
VET NOV: 1. Tim Rutherford (Hon); 2. Rick Smith (Yam); 3. Michael Penta (Yam); 4. Pasha Afshar (Yam); 5. Rob Enriquez (Yam).
VET INT: 1. Ed Guajardo (Suz); 2. Vincent Baioni (Suz); 3. Alan Delarge (Hon); 4. Darren Staffer (Hon); 5. Mike Licitra (Suz).
VET EX/PRO: 1. Erik Kehoe (Yam); 2. Jon Zahrt (Suz); 3. Troy Welty (Suz); 4. Frank Costanzo (Hon); 5. Leo Saul (Yam).
SR NOV: 1. Rick Kanatzar (Hon).
SR INT: 1. Cliff Warren (Hon); 2. Mark Raiche (Yam); 3. Kris Goolsby (Yam); 4. Larry Hipp (Yam); 5. Steve Norr (Hon).
SR EX: 1. Alan Delarge (Hon); 2. Jim Sendlebach (Yam); 3. Edwardo Trippo (Hon); 4. Grant Moore Sr. (Hon); 5. George Jimenez (Hon).
O/T NOV: 1. Ed Cornish (Yam); 2. Dave Rutledge (Hon); 3. Hal Grady (Kaw); 4. Larry Kirsch (Yam); 5. Art Jung (Kaw).
O/T AM: 1. Andy Flum (Yam); 2. Dennis Tooman (Kaw); 3. Jeff Hawthorne (Suz); 4. Rick Kanatzar (Hon); 5. Don Meiner (Yam).
O/T EX: 1. Steve Norr (Hon); 2. Mark Neal (KTM); 3. Mike Ferro (Hon); 4. Larry Hipp (Yam); 5. Brian Farner (Kaw).
O/T MSTR B: 1. Grant Moore Sr. (Hon); 2. Steve Roark (Yam); 3. Larry Williams (Yam); 4. George Jimenez (Hon); 5. Norm Schiel (Hon).

Rollercoaster Racing Tour Post-Series Racing
Metrolina Supercross

Clarkson clobbers Charlotte

By Barbara Williams
Photo by Loren Williams

CHARLOTTE, NC, OCT. 30

Kawasaki-mounted Chris Clarkson owned the 125cc D and Unlimited C/D classes at the last Rollercoaster race of 1999, leading every lap of both qualifiers and the main events. The 125cc D field - the largest of the evening - also provided the best racing between Clarkson, Tony Bridges and Darrell Warwick.

Although the turnout was considerably down for this race, JMX promoter Joe Williams didn't let that ruin his good attitude.

"We kind of expected more riders, even though there is another regional series-end race in South Carolina this weekend about two hours from here," said Williams. "But the weather is perfect for a night race this evening, and we can finish up early for a change. That ought to make some parents happy."

Clarkson was ready for the 125cc D qualifier start and immediately took command. Brian Johnson of Gastonia, North Carolina, stayed the closest to Clarkson's Kawasaki, but the three-lap dash passed too quickly for the Honda rider to mount any serious challenge for the lead. Warwick remained steady in third from start to finish.

In the 125cc D main event, Clarkson again got a great start, alongside Charlotte's Bridges, who was determined to make up for his showing in the qualifier, in which he started last but was able to get as far back up as fourth before the checkered flag. As well as Bridges was riding, however, Clarkson was unshakable, and he took the win after an exciting six laps with Bridges' Suzuki close by in second.

Warwick again finished third, but this time he came from the back of the pack after a truly poor start. Warwick gained speed and agility every lap, and soon he caught up with Kawasaki jockey Michael Painter and Johnson. While Clarkson and Bridges were busy with their own show, the trio of Painter, Johnson and Warwick entertained. It looked like a standoff until Painter bobbled and went down, allowing Johnson and Warwick past. Painter recovered in fifth and had the best vantage point to watch the Brian/Darrell battle.

For most of the race, Warwick challenged for third, but Johnson wasn't giving an inch. Warwick increased the pressure and finally, on the last half of the last lap, Johnson went down. Warwick came across the finish line in third, with Painter right behind him and Kevin Hamrick of Shelby, North Carolina, filling out the top five.

The 125cc D Rollercoaster regulars, as a group, have gained enough skills to make their races interesting rather than scary. Warwick, a true beginner, is 29 and has been racing for only a little over three months.

"I heard there was going to be a track around Charlotte, so I decided to come to the first practice session and see how it went," relates Warwick.

Clarkson is set to advance to C-class

(From left to right) Jason Mears, Travis Sewell and Matt Haag were the top overall 80cc Open riders of the year in the Red Bud/Dutch Sport Park Super Series, and were presented with the third-, second- and first-place awards, respectively, at the gala banquet held in Buchanan, Michigan.

competition now, especially after this weekend, and evidently, so is Bridges. CN

Metrolina Supercross
Charlotte, North Carolina
Results: October 30, 1999

50 (4-6): 1. Chase Donald (Yam); 2. Derrick Shuda (Suz).
50 (7-8): 1. Brandon White (KTM); 2. Lucas Long (KTM).
50 SHAFT: 1. Chase Donald (Yam); 2. Austin McDonald (Yam); 3. Katrina Clarkson (Yam).
65 (7-9): 1. Brandon White (KTM); 2. Lucas Long (KTM).
65 (10-11): 1. Charlie Smith (Kaw).
80 D: 1. Carl Needham (Kaw).
JR MINI: 1. Zack Mitchell (Kaw); 2. Charlie Smith (Kaw).
85 (14-15): 1. Carl Needham (Kaw); 2. James Brown Jr. (Kaw).
S/MINI: 1. Zack Mitchell (Kaw); 2. James Brown Jr. (Kaw).
125 C: 1. Josh Johnston (Kaw); 2. Travis Lee (Hon).
125 D: 1. Chris Clarkson (Kaw); 2. Tony Bridges (Suz); 3. Darrell Warwick (Suz); 4. Michael Painter (Kaw); 5. Kevin Hamrick (Kaw).
250 EXHIB: 1. John Strangfeld (Kaw).
250 C: 1. Eric Kinley (Hon).
250 D: 1. Glen Lott (Kaw); 2. Steve Abernathy (Hon); 3. Matthew Marlow (Hon); 4. David Hood Jr. (Yam); 5. Brian Jefferson (Kaw).
25+ A: 1. John Strangfeld (Kaw).
25+ C/D: 1. Michael Purvis (Hon); 2. Darrell Warwick (Suz); 3. Glen Lott (Kaw).
30+: 1. Freddy Patterson (Kaw); 2. Michael Purvis (Hon); 3. Bob Matthews (Yam); 4. Dan De Angelo (Hon).
35+: 1. Freddy Patterson (Kaw); 2. Bob Matthews (Yam); 3. Steve Abernathy (Hon); 4. Dan DeAngelo (Hon); 5. Roy Clarkson (Suz).
U/L C/D: 1. Chris Clarkson (Kaw); 2. Michael Painter (Kaw); 3. Garrett Hood (Yam).

Red Bud Track and Trail/Dutch Sport Park

Sherwood's big haul at Super Series awards banquet

By Larry Witmer

BUCHANAN, MI, NOV. 6
The Super Series Banquet was held at Red Bud's pavilion for the riders who competed at Red Bud and Dutch Sport Park facilities in 1999, with 300 riders and families in attendance.

Every time riders raced at Dutch Sport Park or Red Bud, their names were registered, and their odds of winning prizes at the banquet were increased. Classic Trailers gave away a great-looking enclosed trailer to Andy Sherwood. To say that he was happy would be an understatement, and Andy's mother was more excited than her son. Mike LaRocco had autographed the panel walls inside the trailer. Classic Trailers also supplied the roasters and the pigs for the feast.

North End Cycle of Elkhart, Indiana, gave away a Riva Jog moped to runner-up Shane Sewell, a racer who attends most of the events at Red Bud and Dutch. Sewell came up cheering when his name was called. Shane competes in the 65cc divisions, so the Jog fit right into his program.

"Tell the owners at North End Cycle this is cool," said Shane, "and much thanks!"

Other prizes included full racing O'Neal outfits from Mike LaRocco, autographed by him. Jeff Stanton donated some race stuff, and there were Red Bud Event T-shirts autographed by Doug Henry, LaRocco and Stanton. M&M Cycle from Kalamazoo, Michigan, donated a whole bunch of racing outfits, T-shirts and accessories. Scott USA continued their support of Amateur racing with goggle giveaways. FMF also donated products.

Riders and families were treated to a full-blown cookout. No one went away hungry from this feast. It was a casual event, with much bench-racing, and it was the last time this year all the racers could break bread together.

After the meal, the year's winners and runners-up were presented with their winnings from the Super Series, which was sponsored by Classic Trailers, North End Cycle, Scott USA, Klotz Lubricants, Fox, Sidi, FMF, Dunlop, Boyesen Reeds, Twin Air Filters and M&M Cycle. The class winners got a great sweatshirt with the Dutch Sport Park/Red Bud logos, along with a neat number-one plate for their class, as well as goody bags filled with products and gift certificates.

Year-End Results

H-PT MINI: Thomas Fisher.
H-PT BK: Larry Witmer.
AUTO (4-6): 1. Jacob McCraner; 2. Dougie Moline; 3. Taylor Davis; 4. Levi Davis.
AUTO (7-8): 1. Thomas Fisher; 2. Allison Vrba; 3. Chase Sparacio; 4. Cody Dale.
AUTO SHAFT: 1. Zac Bassler; 2. Cameron Booth; 3. Dougie Moline; 4. Doug Waggener; 5. Conor Edgar.
60: 1. Brett Wagner; 2. Shane Sewell; 3. Cody Davis; 4. Caleb Jorgensen; 5. Matt Sparks.
80 (7-11): 1. Matt Haag; 2. Travis Sewell; 3. Jerry Lorenz; 4. Shane Sewell.
80 (12-15): 1. Nick Vaughn; 2. Tyler Weston; 3. Adam Cole; 4. Mitch Dervin.
80 BEG: 1. Chris Spitale; 2. Casey Covell; 3. Henry Dallaine; 4. Kevin Clark.
80 OPEN: 1. Matt Haag; 2. Travis Sewell; 3. Jason Mears.
16-24: 1. Jon Logan; 2. Derek Huffman; 3. Greg Andrews; 4. Danny Beckett.
125 (12-15): 1. Mitch Sluder; 2. Tom Osmialowski; 3. Derek Rose; 4. Danny Beckett.
125 C: 1. Andy Sherwood; 2. Kyril Brown; 3. Konrad Johnson; 4. Kyle Bagladi; 5. Troy Bloomquist.
250 C: 1. Andy Burger; 2. Larry Shull; 3. Ryan Shoemaker; 4. Dan Davis; 5. Chris Dell.
125 B: 1. Tom Osmialowski; 2. Adam Burke; 3. Mitch Sluder; 4. Jon Logan; 5. Derek Huffman.
250 B: 1. Adam Burke; 2. Joe Kersanty; 3. Jeremiah Badgley; 4. Tony Milks.
125 A: 1. Greg Andrews; 2. John Penrod; 3. Dannie Larder.
250 A: 1. John Penrod; 2. Jason Vienot; 3. Jay Wagner.
25+: 1. Darren Borcherding; 2. Matt Shuelke; 3. Todd Flickenger; 4. Jay Wagner.
30+: 1. Larry Witmer; 2. Darren Borcherding; 3. Victor Edgar; 4. Todd Flickenger.
35+: 1. Doug Fozo; 2. Todd Flickenger; 3. Shay Fisher; 4. Ronnie Weatherholt.
40+: 1. Larry Witmer; 2. Rick Walsworth; 3. Dave Bowman.
NON-CUR: 1. Konrad Johnson; 2. Jeremiah Badgley.
SMURF CITY SHERIFF: Jacob McCraner.
PARENTS OF THE YEAR: Rick and Paula Dervin.
SPTSMNSHP: Darren Borcherding.

Canyon Offroad Park

Jones screams in the Canyon

By Zack McKinley

GLENDALE, AZ, NOV. 7
The weather on Sunday, November 7, was perfect for a day of racing - 80 degrees and overcast. And for round five of the Holiday Blowout Series - sponsored by Sunstate Equipment, RDO, Premier, Piper, Concrete Works, Sullivan Builders, Spooners Automotive, Valley Kawasaki, and E&E Paving - Canyon Offroad Park was in the best shape it's been in since the early '70s. Kyle Jones took advantage of the conditions and screamed through the Canyon to a perfect 1-1 score, showing that he is ready to take the step up to the junior class.

The COP track crew - Zack McKinley and Jeremy Anderson, with some help from Sunstate, RDO, and Race Trucking's Rowdy Briggs - spent the entire week before the race bringing in dirt and spreading it around the 2-mile track. Between the track and the weather, the racers couldn't believe they were in Arizona: no rocks; sandy dirt; three to four ruts in each turn.

In the first moto, Jones stayed in first place from wire to wire. "Jefro" Jeffrey Jenkins took second. Kirk Payne was third. John Mahoney had a great battle going with Chris Messick, going back and forth throughout the whole moto, with Mahoney coming out on top for the fourth-place spot. Chase Sims finished sixth, Nick Whilborg was seventh, Mike Nagal was eighth, Jamie Varner was ninth, and rounding out the top 10 was Ryan Harshman.

Moto two was an exciting race. Jenkins, on his lowered Suzuki, got the holeshot, and he led to the white flag, when his short legs let him down with a crash. Jones took the lead and held it to the end. Payne came in second. Messick took third, Mahoney was fourth, Sims was fifth, and Jenkins recovered to take sixth. Varner picked up a few spots to finish seventh. Nagal was eighth again. Dillon Glossop held it on for ninth, and Kenny Vance made some major passes, going from 19th to 10th in just two laps.

Results

P/W BEG (4-6): 1. Jackson Paquette (KTM); 2. Justin Quinn; 3. Cody McElroy (Cob).
P/W BEG (7-8): 1. William Taylor (Pol); 2. Tanner Rosenthal (Yam); 3. Brian McCarty (Yam); 4. Douglas Wang (KTM); 5. Taylor Russ (Lem).
P/W JR: 1. Bryan Christensen (KTM).
60 BEG: 1. Cody Brown (Kaw); 2. Bobby Worth (KTM); 3. Zach Adams (Kaw); 4. Brandon Johnson (Kaw); 5. Zachary Buzzard (KTM).
60 JR: 1. Nathan Mahoney (KTM); 2. Ryan Jones (Kaw).
60 INT: 1. Andy Straight.
80 BEG: 1. Kyle Jones (Kaw); 2. Kirk Payne (Hon); 3. Chris Messick (Kaw); 4. John Mahoney (Yam); 5. Jeffrey Jenkins (Suz).
80 JR: 1. Kyle Strippleman (Hon); 2. Trenton Straub (Hon); 3. Jeff Haymaker (Hon); 4. Ryan Robinson (Yam); 5. Steve Whilborg (Hon).
80 OPEN: 1. Kyle Strippleman (Hon); 2. Timmy Buettner (Kaw); 3. Ryan Robinson (Yam); 4. Kirk Payne (Hon); 5. Jeffrey Jenkins (Suz).
125 BEG: 1. Jon Gordon; 2. Aaron Pipistrantono (Yam); 3. Bobby Howard (Suz); 4. Shane Langlois (Hon); 5. Dustin Glossop (Hon).
125 JR: 1. Jon Schwartzman (Yam); 2. Corey Gutterud (Hon); 3. Jim Vickers (Kaw); 4. Matt Petrucci (Suz); 5. Kyle Kinsman (Hon).
125 INT: 1. Matthew Stephens (Suz); 2. Brandon Schlensig (Yam); 3. James Straub (Hon); 4. J.R. Schell (Yam); 5. Ilan Grossman (Kaw).
250 BEG: 1. Cody Rapoza (Suz); 2. Tyson Styles (Suz); 3. Don Kriske; 4. Shawn Huddleston (Kaw).
250 INT: 1. Aryin Van De Mark (Suz); 2. Eric Havins (Hon).
WMN: 1. Kelly Yancey (Kaw).
VET BEG: 1. Don Kriske (Hon); 2. Tim MacCarthy (Yam); 3. Frank Fasulo (Suz); 4. John Flammang (Yam); 5. Rick Branch (Hon).
VET JR: 1. Darrin Austin (Hon); 2. Frank Victoriane; 3. Bill Flagg (Hon).
VET INT: 1. David Erwin (Yam); 2. Lenny Suppes (Hon).
VET PRO: 1. Jimmy Lewellen (Yam); 2. Brock Judd (Hon).
B/BK OPEN: 1. Matthew Stephens (Suz); 2. Jimmy Lewellen (Yam); 3. J.R. Schell (Yam); 4. Brandon Schlensig (Yam); 5. Chris Pedersen (Kaw).

Perris Raceway

Bell takes a toll at Perris

By Kenny Morris

PERRIS, CA, OCT. 31
Jeff Bell won moto two to score first overall in the 80cc Beginner class at the first round of the Holiday series at Perris Raceway. Halloween day was the opener for the Holiday series, and on the day that ghosts and goblins are traditionally on the loose, Bell was out to spook his competition.

When the gate dropped for moto one, Bell snagged the holeshot, followed by Mark Patrzalek and Tyler Sievers. With a couple of laps left, Patrzalek found an inside line and worked his way into the lead. Perhaps Bell was a little wrung out due to the long two-minute-plus lap times. At the checkered flag, it was Patrzalek with a well-deserved win, followed by Bell and Sievers.

In moto two, Bell grabbed the holeshot again, followed by Sievers and Andrew Alcon. Bell stayed out front with a strong lead. Alcon was looking to get around Sievers for second. Sievers, riding defensively, made a little mistake, allowing Alcon into second. At the checkered flag, Bell took the second-moto win and the overall. Alcon took second, with Sievers in third.

Levi Reed swept the 125cc Pro class by winning both motos. In the first moto, the holeshot went to Garret Ordelman, followed by Reed and Dusty Walters. Reed stuck to Ordelman's rear fender and began to look for an opportunity to pass. Going through the rhythm section side by side, Reed held the inside in the left-hander and went into the lead. Ordelman then fell victim to Walters. When moto one came to an end, it was Reed, Walters and Ordelman.

In moto two, Ordelman grabbed the holeshot again, with Reed and Walters in tow. Ordelman was looking strong in the lead when he appeared to have bike problems. Reed inherited the lead. Walters never got close enough to make a pass for the lead. At the checkers, Reed took the win, followed by Walters and Hawk White.

Results

50 (7-8): 1. Johnny Jelderda (Cob); 2. Walter Guenther (Lem).
50 MOD (7-8): 1. Johnny Jelderda (Cob); 2. Marcus Carrillo (Lem).
60 BEG: 1. Terren O'Dell (Kaw); 2. Marcus Carrillo (Kaw); 3. Jonathan Horgan (Kaw).
60 NOV: 1.George Jeffers (KTM); 2. Cody Tithof (Lem).
60 OPEN: 1. Shawn Hayes (KTM); 2. Terren O'Dell (Kaw); 3. Cody Tithof (Lem).
80 BEG: 1. Jeff Bell (Suz); 2. Tyler Sievers (Kaw); 3. B.J. Kuntz (Yam); 4. Dan Manwill (Yam); 5. Mark Patrzalek (Yam).
80 NOV: 1. James Turner (Kaw); 2. Nathan Salgado (Yam); 3. Dane Jackson (Yam); 4. Garrett Iwanicki (Suz); 5. Weston Peick (Yam).
80 INT: 1. Michael LaPaglia (Suz); 2. Chase Meineke (Yam).
80 OPEN: 1. Tyler Duncan (Yam).
S/MINI: 1. Chase Meineke (Yam); 2. James Turner (Kaw); 3. Kenny Clark (Yam).
125 BEG: 1. Ryan Campbell (Yam); 2. Dennis Van Atta (Kaw); 3. Garrett Andrews (Yam); 4. Jared Minor (Hon); 5. Kevin Carpenter (Kaw).
125 NOV: 1. Brandon Norton (Yam); 2. Scott Buttrell (Yam); 3. Daniel Nelson (Yam); 4. Spencer Meineke (Yam); 5. Jason Wendollez (Suz).
125 INT: 1. Nathan Craig (Yam); 2. Jeff Eide (Yam); 3. Richie Owens (Yam); 4. Anthony Bruscella (Hon); 5. Mark Valcore (Yam).
125 PRO: 1. Levi Reed (Yam); 2. Dusty Walters (Yam); 3. Hawk White (Suz); 4. Garret Ordelman (Yam).
250 NOV: 1. Davey Farey (Hon); 2. Kris Bowers (Hon); 3. Mark Hart (Kaw); 4. Roland Munoz (Hon).
250 INT: 1. Kevin Gahan (Yam); 2. Bomber Hernandez (Suz); 3. Donnie Fuller (Yam); 4. Eddie Carey (Yam); 5. Lance Garza (Yam).
250 PRO: 1. Dusty Walters (Yam); 2. Gordon Ward (Vor).
25+ BEG: 1. Eric Sherman (Hon).
25+ NOV: 1. Ryan Maggin (Suz); 2. Jarod Scoggin (Kaw); 3. Canon Squires (Yam).
25+ INT: 1. Bryan Landborn (Yam).
30+ BEG: 1. Sean Magin (Suz).
30+ INT: 1. Randy Danylo (Kaw).
40+ BEG: 1. Jeff Harris (Hon).
40+ NOV: 1. Milton Mize (Kaw).
40+ MSTR: 1. Tony Schuler (Yam).

Honda Hills MX

Leadbeater levels the Hills

By Mark Bliss

LINNVILLE, OH, OCT. 23
Chris Leadbeater was simply unbeatable on a chilly and damp autumn night of racing at Honda Hills MX, as the young YZ125 pilot took the overall wins in the 125cc B and Schoolboy classes. The 160 riders in attendance were treated to a perfect track and great racing action, and it proved to be a great night of racing.

In the Schoolboy class, Leadbeater absconded with the holeshot and never looked back. Fellow YZ rider John Wisenbarger kept Leadbeater honest, keeping him within his sights, but Wisenbarger couldn't close the gap that Leadbeater had established within the first couple of laps. By the time it was over, Leadbeater and Wisenbarger had distanced themselves from the rest of the pack, though CR rider Jeremy Karshner had been riding well in third until mechanical problems ended his night early.

In the 125cc B class, Leadbeater again grabbed the holeshot and proceeded to set the pace. Fellow YZ pilot Rob Bingman stayed right with Leadbeater as the two started to separate themselves from the rest of the 125cc B riders. It wasn't long, though, before RM-mounted Ross Adams decided that he should be running up front also. Adams dispatched Bingman and set his sights on Leadbeater, slowly closing the gap a little each lap. By the time the white flag flew, Leadbeater and Adams were just a bike length apart. Adams tried every move he could to get around Leadbeater, but it was all to no avail, as Leadbeater held on for the win.

In Over 40 racing action, YZ250-mounted Mark Matheis took the holeshot and led to the finish, though it was not quite as easy as it may sound. Matheis received early pressure from Joe Collins and his KTM 380, while CR250 rider Chuck Hetrick was blazing through the pack. At the halfway point, Hetrick passed Collins and set off after Matheis. In the waning laps, it seemed the two front-runners were never more than a wheel apart. Matheis held on for the win.

The same basic scenario was replayed in the Over 30 B class, as Matheis again came away with the win, closely followed by Hetrick. CR250 rider Rick Russell finished third in the Over 30 class after an awesome start, closely followed by Collins and CR125 rider Roland Lohr.

Results

P/W 50: 1. Alex Ratai (Yam); 2. Milton Gray (Yam); 3. Alexandra McCambridge (Yam); 4. Austin Coon (Yam).
50 (4-6): 1. Christian Parrish (Cob); 2. Anthony Corrado (Pol); 3. Rudy Lucas (Cob); 4. Gage Rushing (KTM).
50 (7-8): 1. Kristopher Nelson (Cob); 2. Andrew Murray (Cob); 3. Zack Wheeland (Cob); 4. Alex Ritai (Cob).
65: 1. Brandon Borgen (Kaw); 2. Joey Leadbeater (Kaw); 3. Marcus Willis (Kaw); 4. Tony Wortsell (Kaw); 5. Kristopher Nelson (Kaw).
MINI JR: 1. Brandon Borgen (Kaw); 2. Haven Holdcroft (Suz); 3. Trent Wortsell (Kaw); 4. Joey Leadbeater (Kaw); 5. Cameron Reagan (Suz).
MINI SR: 1. Michael Williard (Suz); 2. Nick Carroll (Kaw); 3. Kyle Chaney (Yam); 4. Craig Garrett (Hon); 5. Ian Gluck (Hon).
SCHBY: 1. Chris Leadbeater (Yam); 2. John Wisenbarger (Yam); 3. Casey Livingston (Hon); 4. Tyler Wortsell (Kaw).
16-24: 1. Travis Hartshorn (Yam); 2. Ross Adams (Suz); 3. Eric Biddle (Hon); 4. Travis Ward (Kaw); 5. Brian Biddle (Hon).
25+: 1. Bryant Torres (Kaw); 2. Rob Bingman (Yam); 3. Roland Lohr (Hon); 4. Gary Lemon (Kaw); 5. Timothy Suhr (Kaw).
30+ A: 1. Richard Robinson (Hon).
30+ B: 1. Mark Matheis (Yam); 2. Chuck Hetrick (Hon); 3. Rick Russell (Hon); 4. Joe Collins (KTM); 5. Roland Lohr (Hon).
40+: 1. Mark Matheis (Yam); 2. Chuck Hetrick (Hon); 3. Joe Collins (KTM); 4. Steve Wollam (Hon); 5. Bill Hansom (Yam).
125 B: 1. Chris Leadbeater (Yam); 2. Ross Adams (Suz); 3. Rob Bingman (Yam); 4. Nathan Wills (Suz); 5. Jeremy Ramsey (Suz).
125 C: 1. John Wisenbarger (Yam); 2. Eric Biddle (Hon); 3. Casey Livingston (Hon); 4. Dennis Green (Suz); 5. Richard Biddle (Hon).
250 B: 1. Travis Hartshorn (Yam); 2. Timothy Suhr (Kaw); 3. Andy Williard (Kaw); 4. Bryant Torres (Kaw); 5. Jeremy Ramsey (Suz).

250 C: 1. Rick Barnes (Hon); 2. Jamie Triplett (Hon); 3. Jason Condiff (Yam); 4. Nathan Buskirk (Hon); 5. Craig Ratai (Yam).

OPEN: 1. Brock Chandler (Kaw).

2-STRK B: 1. Scott Weppler (Hon); 2. Robert McCabe (Yam); 3. Neal Adams (Hon); 4. Lowell Byers (Hon); 5. Wayne Pederson (Hon).

4-STRK B: 1. Greg Fisher (Hon); 2. Aaron Slinghoff (Hon); 3. Alex Wolford (Hon); 4. Dana Wheeler (Yam); 5. Nathan Pufner (Hon).

PRO: 1. Marty Phelps (Hon); 2. Eren Daines (Hon); 3. Robert McCabe (Yam).

Bremen MX

Fisher lands four

By Gary Crider

BREMEN, GA, OCT. 24

Derrick Fisher shook off every challenger at Bremen MX and came away with a string of four moto wins in the 125cc B and 125cc Youth divisions. Meanwhile, Jarrett Tipping and Matt Shue each notched a class win after they battled in the 125 and 250cc A contests. The event, which attracted more than 300 entrants, was the 11th round in the 11th annual AMA Georgia Championship MX Series.

SYD Racing's Fisher faced a serious challenge in the 125cc Youth contest, as Christopher McCorkel, aboard his AAR Cycle Sports-backed Husqvarna, kept the pressure on from the second spot. McCorkel's second-moto bid, however, evaporated early when his bike lost a radiator hose. Series leader Fisher sailed on to the win over Cody Watford.

Dash Lyle finished second behind Fisher in the opening 125cc B moto, but Lyle's efforts in moto two were cut short by mechanical problems. Fisher rolled on to another 1-1 tally, and Watford was again the runner-up.

Shue easily won both 125cc A motos, and the 250cc contest looked like it was going to be another 1-1 victory for Shue. Late in the final moto, however, Florida's Tipping, who leads the series points race in both A divisions, caught and passed race leader Shue. Tipping held on for the win, netting the overall honors ahead of Shue.

Freewheeling Honda's Jase Lewis turned in an excellent performance for the day, besting his series rival Auston Albers in both the 80cc (7-11) and 80cc (9-13) divisions. Lewis won all four motos over Albers, but Albers still holds the series points lead in both classes.

Brett Lee got by Christian Gibney and J.J. Maleske to win both Pre-Teen (7-11) motos. Points leader Brad Wright, who suffered a separated shoulder at the previous round, rode today just for the points. Wright finished midpack both times but held on to his points lead over Maleske.

D.C. Thomason and Michael Sizemore squared off and came away with a class win apiece in the Super Mini and 80cc (12-15) classes, respectively.

The fiercely contested 50cc Shaft Drive class ended in a points tie, as Freewheeling/Pro Element-backed Cathryn Champion claimed the honors with 3-1 finishes over series leader Jesse Turner, who finished 2-2 for the day. Rio Barnhart won the first moto but crashed while leading the final. Barnhart remounted to finish 10th, netting sixth overall.

The 50cc (7-8) contest went down to the wire. Taylor Johnson led the final moto over Shane Bowlden in a high-speed dice. Johnson was aiming for the gold with a 2-1 finish, but he suffered a spill and finished 2-5 for fourth. Bowlden kept charging and his 3-1 tally was good for the silver, behind Stephen Amerson's 1-2 score.

Results

SHAFT: 1. Cathryn Champion (Yam); 2. Jesse Turner (Yam); 3. Cody Howell (Yam); 4. Kayla Boswell (Yam); 5. Austin Smith (Yam).

50 (4-6): 1. Grant Ransdell (Lem); 2. Dylan Howell (KTM); 3. Rio Barnhart (Lem); 4. Jesse Turner (Pol); 5. Justin Johnson (KTM).

50 (7-8): 1. Stephen Amerson (Cob); 2. Shane Bowlden (Cob); 3. Jake Wilson (Cob); 4. Taylor Johnson (KTM); 5. Patrick Kelley (Cob).

60 (7-9): 1. J.J. Maleske (KTM); 2. Jesse Van Patten (Kaw); 3. Douglas Bailey (KTM); 4. Erica Hyatt (Kaw); 5. D.J. Wiechman (Kaw).

60 (10-11): 1. Matt Tisdale (Kaw); 2. Keegan Keel (Kaw); 3. Danny Luttrell (Kaw); 4. Joseph Hoyt (Kaw); 5. Wes Thacker (Kaw).

60/80 PRETEEN (7-11): 1. Brett Lee (Yam); 2. Christian Gibney (Kaw); 3. J.J. Maleske (Suz); 4. Chip Weatherup (Suz); 5. John Schwarz (Kaw).

80 (7-11): 1. Jase Lewis (Hon); 2. Auston Albers (Yam); 3. Brett Lee (Yam); 4. Chip Weatherup (Suz); 5. Gregory Roberts (Suz).

80 (9-13): 1. Jase Lewis (Hon); 2. Auston Albers (Yam); 3. Cory Cone (Yam); 4. Drew Askew (Yam); 5. Richard Sheriff (Hon).

80 (12-15): 1. Michael Sizemore (Kaw); 2. D.C. Thomason (Kaw); 3. Cory Cone (Yam); 4. Drew Askew (Yam); 5. Richard Sheriff (Hon).

S/MINI: 1. D.C. Thomason (Kaw); 2. Michael Sizemore (Kaw); 3. Michael Graham (Kaw); 4. Jonathan West (Yam); 5. Charlie Evans (Kaw).

125 YTH (12-15): 1. Derrick Fisher (Suz); 2. Cody Watford (Suz); 3. Chad Minter (Suz); 4. Trey Taylor (Suz); 5. Dash Lyle (Suz).

125 D: 1. Wesley Gramling (Suz); 2. Clay Barnett (Kaw); 3. Michael Reid (Yam); 4. Chad Mitchell (Yam); 5. Julian Carter (Hon).

250 D: 1. Craig Zoellner (Yam); 2. Eddie George (Kaw); 3. Paul Hart (Yam); 4. James Gartland (Hon); 5. Jason Reeves (Hon).

125 C: 1. Matt Howard (Hon); 2. Josh Askew (Suz); 3. Daniel Hitchcock (Yam); 4. Bryan Bellamy (Yam); 5. Thomas Bryant (Suz).

(Left) Richard Sheriff (4) leads eventual class winner Jase Lewis (722) in the final 80cc (12-15) moto. Lewis also won the 80cc (12-13) contest at the 11th round of the 11th annual AMA Georgia Championship MX Series at Bremen MX.
(Right) Michael Harasmisz won the Vintage Exhibition race at Hunt Moto Park in New York.

250 C: 1. Ryan Elleby (Yam); 2. Josh Askew (Suz); 3. Nathan Lee (Hon); 4. Andy Carroll (Yam); 5. Clay Burnett (Yam).

125 B: 1. Derrick Fisher (Suz); 2. Cody Watford (Suz); 3. Trey Taylor (Suz); 4. Kevin Robison (Suz); 5. Chris Gibson (Yam).

250 B: 1. Jay Irvin (Yam); 2. Chris Addington (Suz); 3. Mike McConnville (Hon); 4. Kevin Robison (Suz); 5. Al McEver (Yam).

16-24 AM: 1. Jay Irvin (Yam); 2. Bryan Bellamy (Yam); 3. Randy Thomas (KTM); 4. Sean LeCroy (Suz); 5. Daniel Hitchcock (Yam).

25+: 1. Tommy Martin (Suz); 2. Sal Urgarte (Yam); 3. Kevin Cozadd (Yam); 4. Mike Garrett (Suz); 5. Mike McConnville (Hon).

30+: 1. Tommy Martin (Suz); 2. Mike Garrett (Suz); 3. Glenn Bates (Kaw); 4. Mike Henderson (Hon); 5. Al McEver (Yam).

35+: 1. Greg Roberts (Yam); 2. Glenn Bates (Kaw); 3. Mike Henderson (Kaw); 4. Benny Durrough (KTM); 5. Mark Sawyer (Hon).

40+: 1. Kevin Mathews (Hon); 2. Benny Durrough (KTM); 3. Kevin Brulé (Suz); 4. Vance Chase (Hon); 5. Bobby Staggs (Kaw).

125 A: 1. Matt Shue (Suz); 2. Brian Raymond (Suz); 3. Jarrett Tipping (Suz); 4. Sal Ugarte (Yam); 5. Kyle Kelly (Yam).

250 A: 1. Jarrett Tipping (Suz); 2. Matt Shue (Suz); 3. Kyle Kelly (Yam); 4. Brian Raymond (Suz); 5. Josh Thompson (Suz).

Hunt Moto Park

Broadwell, Harasmisz hunt down the wins

By Michael Harasmisz
Photo by Lyle Morgan

HUNT, NY, OCT. 173

Suzuki-mounted Brian Broadwell took the overall win in the Senior B class, while Mike Harasmisz finished first in the 10th annual Vintage Exhibition race, sponsored by Perry Cycle Works. Some 430 riders turned out to compete at the last race at Hunt Moto Park for the 1999 season. A light rain midway through the day left the previously watered track in excellent condition, with only a couple of motos being muddy and slippery, as the track tacked up as the day wore on.

Jack Rosati grabbed the first Senior B moto holeshot, with the always fast-starting Broadwell close behind. Cub Dunning and Jamie Goodno were following in third and fourth. Broadwell took over the lead on lap two and led the way to the checkered flag, with Rosati maintaining second place. Goodno moved by Dunning for third.

Dunning jumped out front in moto two, with Dave Carman and Broadwell in his roost. While Dunning was putting in some very fast laps, Broadwell's 250 outpowered Carman's 125 to take over second. At midmoto, Broadwell started to chip away at Dunning's large lead by putting in some very fast laps while Dunning was slightly dropping off his earlier pace. With two laps to go, Broadwell put a move on Dunning, outbraking him going into a right-hand corner before a large uphill. Broadwell pulled away for the moto win and the overall. Dunning was second for second overall on the day. Carman finished third in the moto, which was good for third overall.

Track conditions were ideal when the special Vintage Exhibition race was brought to the line for their intermission moto. The class had 28 riders entered, which was the largest turnout for the race in its 10-year history. Before and after the moto, the vintage bikes were on display under the Perry Cycle Works tent, where special awards were given out for the different bikes.

The riders were given a parade lap before lining up for the start. In the race, Mike Harasmisz and Leo Wilson, both on 450cc Maicos, rounded the first turn first, with Yamaha-mounted Paul Gardner close behind in third. Harasmisz led for the first two laps before Wilson took over the lead going through the long whoop section. The leaders' fast pace took them away from Gardner, who had a secure lock on third place. Ben Atkinson, on a YZ490, was in fourth. Wilson and Harasmisz never got too far apart while trying different lines, looking for an advantage.

Going into the last lap, they were a bike length apart with three turns to go when Wilson swapped in the sweeping whoop section, allowing Harasmisz to make the pass for the win. Wilson was second, with Gardner third and Atkinson fourth. Harasmisz and Wilson were riding the same Maicos that they rode during the late '70s, when they were sponsored by Williamsville Welding Service, which was one of the largest Maico shops on the East Coast.

Results

P/W SHAFT: 1. Kyle Herman (Yam); 2. Nathan Couse (Yam); 3. Brandon Waldon (Yam); 4. Craig Mullett (Yam); 5. Brandon Rosato (Yam).

P/W CHAIN: 1. Kyle Kennard (Cob); 2. Doug Walf (Cob); 3. Ryan Neidrauer (Cob); 4. Austin Crouse (Cob); 5. Kyle Bear (Cob).

60: 1. Brandon Meir (KTM); 2. Frank Burns (Kaw); 3. Chris Lawrence (Kaw); 4. Jeff Swarthout (Kaw); 5. Brandon Johnson (Kaw).

MINI JR: 1. Cody Dunning (Kaw); 2. Brandon Meir (Suz); 3. Matthew Flint (Yam); 4. Richard Paeth (Hon); 5. Chad Dunning (Kaw).

MINI SR: 1. Jason Doyle (Yam); 2. Nick Faro (Hon); 3. Andrew Sherdin (Hon); 4. Mike Silvarole (Kaw); 5. David Johnson (Kaw).

MINI COMB: 1. Cody Dunning (Kaw); 2. Jason Doyle (Yam); 3. Andrew Sherdin (Hon); 4. Matthew Flint (Yam); 5. Brandon Meir (Suz).

125 SCHBY: 1. Daniel Phillips (Yam); 2. Brandon Kuhn (Yam); 3. Donny Williams (Yam); 4. Don Taylor (Yam); 5. Joe Steinbroner (Yam).

16-24 COMB: 1. Aaron Dieter (Suz); 2. John Steinbroner (Hon); 3. Mark Murphy (Yam); 4. Mark Beehler (Hon); 5. Jim Klick (Kaw).

125 BEG: 1. Brett Steffen (Kaw); 2. Jason Hill (Hon); 3. Chad Sills (Yam); 4. Shawn Calabrese (Yam); 5. Ed Hawkins (Kaw).

125 NOV: 1. Daniel Splacek (Yam); 2. Kevin Hall (Yam); 3. William Reece (Yam); 4. Rudy Uglialoro (Yam); 5. Chris McCarthy (Yam).

125 AM: 1. Daniel Phillips (Yam); 2. Greg Fregoe (Yam); 3. Aaron Shepherd (Hus); 4. Mark Beehler (Hon); 5. Steve Edwards (Hon).

125 EX: 1. Don Schmidt (Yam); 2. Aaron Dieter (Suz); 3. Paul Austin (Yam).

250 BEG: 1. Richard Saxby (Hon); 2. Leon Ilardi (Kaw); 3. Giancarlo Giannini (Kaw); 4. Joe Benson (Suz); 5. Dave Sweeney (Kaw).

250 NOV: 1. Brandon Martin (Yam); 2. David Murphy (Yam); 3. Ron Sanger (Hon); 4. Brian Newman (Kaw); 5. Gary Rogers (Kaw).

250 AM: 1. Steve Edwards (Hon); 2. Jerry McCarthy (Yam); 3. Mark Klein (Yam); 4. Jason Ragan (Kaw); 5. Mark Murphy (Yam).

250 EX: 1. Aaron Dieter (Suz); 2. Don Schmidt (Yam); 3. Paul Austin (Yam); 4. John Steinbroner (Hon); 5. Bart Lucas (Hon).

VINT/WDS: 1. Don Carman (Kaw); 2. Daniel Morgott (Kaw); 3. Dave Carman (Yam); 4. Jared Bierly (Yam); 5. Dale Ayers (Hon).

25+ A: 1. Don Schmidt (Yam); 2. Joe Ellington (Yam); 3. Jason Grady (Yam).

25+ B: 1. Mark Klein (Yam); 2. Jason Ragan (Kaw); 3. Dan Singer (Hon); 4. Ron Sanger (Hon); 5. Jeff Burdon (Kaw).

SR A: 1. Bart Lucas (Hon); 2. Joe Ellington (Yam).

SR B: 1. Brian Broadwell (Suz); 2. Cub Dunning (Kaw); 3. David Carman (Yam); 4. Ben Atkinson (Kaw); 5. Daryl Quigley (Yam).

SR C: 1. Perry Brandon (Yam); 2. Jon Marino (Suz); 3. Doug Carman (Yam); 4. Giancarlo Giannini (Kaw); 5. John Steinbroner (Yam).

VINT/EXHIB: 1. Michael Harasmisz (Mai); 2. Leo Wilson (Mai); 3. Paul Gardner (Yam); 4. Ben Atkinson (Yam); 5. Dave Murphy (Hus).

Las Vegas Motor Speedway

Thompson tops Vegas

By Dick Goodwin

LAS VEGAS, NV, OCT. 24

KTM's Sean Thompson once again validated that old motocross equation, "Fast riding combined with consistency equals success," as mechanical woes and heavy crashes took out his toughest competitors, leaving him on the top rung when the 60cc wars were over.

Tony Esposito blasted off the line ahead of Andra Camden and Thompson as round one got under way. Kurtis Geirer was holding down fourth, with Daniel Chapman and Shane Koja in a dogfight for fifth place. Camden whipped past Esposito, pulled out a lead and put it on cruise control, motoring to an easy first-race win. Esposito stayed focused, capturing a solid second over Thompson and Geirer.

When the combatants lined up for moto two, the runaway first-moto winner, Camden, was missing as a crash in another race had finished his day. Thompson leaped out in front at the start, just ahead of Josh Stumbo and Esposito, but Esposito was on a tear, and he charged into second and then captured first before the canyon section. Thompson stayed right with him, and the top two pulled a huge lead on the rest of the field. Esposito raised the bar even higher and was looking good for the win and the overall until he suddenly dropped out on the last lap with what looked like a broken rear wheel. Fast and consistent, Thompson waltzed home with the victory - and the overall 60cc (9-11) crown. Geirer proved to be the best of the rest, capturing second overall ahead of Shane Koja and Josh Stumbo.

Sunday was Bill Walls' day to wail, as the hotshoe from Beaumont, California, arrived in time to demolish the 125cc Novice class. Joshua Pillsbury led the Novices out to start things off, but Jimi Harris and Josh Fanning were close behind. Harris made a quick pass to take over the lead while Walls was on the move, fighting his way past Pillsbury to challenge Harris for the top spot. Walls made his move on lap two, getting by Harris and opening up a lead on his way to an easy first-moto victory. Harris stayed in second, ahead of a fast-closing Tim Parsons, who had managed to wrestle third place away from Pillsbury on the last lap.

Moto two was another Pillsbury starting clinic, as he led the Novices out onto the track once again, just ahead of Harris. Walls was on the gas in fourth, slicing into third and then second and finally grabbing the lead from Harris at the corner before the step-up jump. Once out in front, Walls opened it up and cruised to win number two - and the overall 125cc Novice title. Harris inherited the lead temporarily on lap four, due to a bobble by Walls, but then he settled into a solid second for second overall, ahead of Pillsbury and Parsons.

Results

P/W STK(4-6): 1. Josh Byington (Cob); 2. Kaden Murphy (KTM); 3. Brandon Brown (Cob); 4. Cody Giordano (Lem); 5. Ryan McGuire (Lem).

P/W STK (7-8): 1. Zachary Fussell (Cob); 2. Robert Campbell (Pol); 3. Andrew Iovino (KTM); 4. Dylan Pool (Cob); 5. Brett Proctor (KTM).

P/W OPEN (4-8): 1. Zachary Fussell (Cob); 2. Josh Byington (Cob); 3. Andrew Iovino (KTM); 4. Robert Campbell (Pol); 5. Brandon Brown (Cob).

60 STK (6-8): 1. Andrew Iovino (Kaw); 2. Kaden Murphy (Kaw); 3. Anthony Guiliano (Kaw).

60 STK (9-11): 1. Sean Thompson (KTM); 2. Kurtis Geirer (Kaw); 3. Shane Koja (Kaw); 4. Josh Stumbo (Kaw); 5. Daniel Chapman (KTM).

60 OPEN (6-11): 1. Sean Thompson (KTM); 2. Tony Esposito (Kaw); 3. Kurtis Geirer (Kaw); 4. Shane Koja (Kaw); 5. Andrew Louis (Kaw).

80 STK (7-11): 1. Michael Parker (Hon); 2. Wesley Harris (Yam); 3. Patrick Provencher (Suz); 4. Anthony Hart (Kaw); 5. Tony Esposito (Kaw).

80 STK (12-13): 1. Ty Morrow (Suz); 2. Casey Tobias (Yam); 3. Billy Guedry (Yam); 4. Dominic Cimino (Hon); 5. Frank Iovino (Kaw).

80 STK (14-16): 1. Zack Grobstein (Hon); 2. Tony Westbay (Kaw); 3. Roy Stevens (Hon); 4. Jason Lopez (Yam).

80 OPEN (7-16): 1. Michael Parker (Hon); 2. Zack Grobstein (Hon); 3. Wesley Harris (Yam); 4. Tony Esposito (Kaw); 5. Corey Beadle (Kaw).

B/W: 1. Roy Stevens (Hon).

S/MINI: 1. Ty Morrow (Kaw).

125 BEG: 1. Josh Camden (Kaw); 2. Anthony Aspatore (Yam); 3. Giro Ciniro (Hon); 4. Jon Ellis (Kaw); 5. Ricky Guedry (Yam).

125 NOV: 1. Bill Walls (Yam); 2. Jimi Harris (Yam); 3. Joshua Pillsbury (Kaw); 4. Tim Parsons (Hon); 5. Brian Pillsbury (Suz).

250 NOV: 1. Jim Chamberlin (Kaw); 2. Dan Weir (Hon); 3. Lanie Giordano (Yam); 4. Floyd Doyle (Kaw); 5. Danny Doyle (Kaw).

250 INT: 1. Matt Hermann (Hon); 2. Jeff Murphy (KTM); 3. Chris Champlin (Hon).

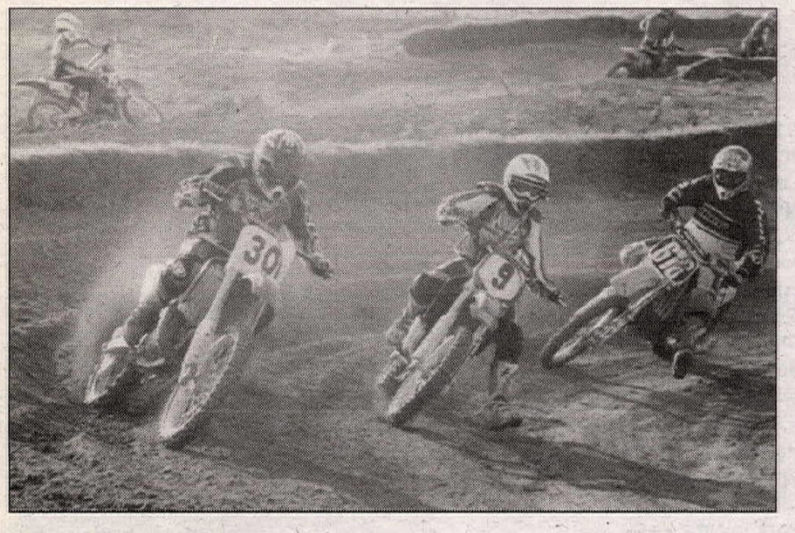
250 PRO: 1. Jason Partridge (Hon); 2. Charley Rennie (Kaw).

MSTR 25+ BEG: 1. Dave Heinz (Yam); 2. Wayne Johnson (Kaw); 3. Jim Ditto (Hon); 4. Stuart Wilging (Hon); 5. Tom Stumbo (Kaw).

MSTR 25+ NOV: 1. Dan Weir (Hon); 2. Lanie Giordano (Yam); 3. Eric Byington (Yam); 4. Keith Clegg (Yam); 5. Thomas Yagle (Hon).

MSTR 25+ INT: 1. Jeff Murphy (KTM); 2. Chris Champlin (Hon).

MSTR 25+ EX: 1. Charley Rennie (Kaw); 2. Rick Bunch (Hon); 3. Matt Hermann (Hon).



In the second 125cc C moto at Action Valley Motocross Park in Paris, Tennessee, E.J. Cox (9) moves to the inside to pass Eric Mercer (30).

Action Valley Motocross Park

Cox rocks the Valley

By David H. Screws
Photo by The Picture Man

PARIS, TN, OCT. 30
Action Valley Motocross Park, built by Kerry and Renae Watkins just east of Paris, Tennessee, is a 1.2-mile "traditional" motocross track carved out of rolling hills and gentle valleys, and it has already gained a reputation for being not only fast but also downright technical. Styled after the Loretta Lynn's motocross track, this "four-race-old" newcomer has attracted the attention of serious riders from all over Tennessee, Mississippi, Kentucky and Missouri.

Traveling from Collierville, Tennessee, near Memphis, to the top of the state, E.J. Cox, Blake Cox and Tyler Cox turned heads with their overall performances at round four of the Action Valley 1999 Series.

Young Kawasaki jockey Tyler Cox went up against two Kentucky lads, KTM-mounted Brady Orr and Kawasaki rider Hunter Inman, in the 65cc (7-11) class. Tyler had his hands full tangling with the second-placed Inman. Orr established an early lead and left Cox and Inman to jostle each other about in the dust of his knobbies. Cox finished third in moto one, while Inman slipped back to fourth.

Moto two found Orr out in front again, with Cox and Inman sweating it out for second. This time, Inman prevailed, and at the checks it was Orr, Inman and Cox. The trio wound up in the same order in the 65cc (7-11) class overall standings: Orr, Inman, Cox.

The 85cc Junior riders found themselves infested with Coxes: Blake Cox and, once again, Tyler Cox, both on Kawasakis. Blake guided his Kawasaki to the front of the pack in the early stages of both motos but couldn't overcome the consistent and determined riding of Hohenwald, Tennessee's Elliott Barber. Young Tyler, riding in his second class of the afternoon, held his own but was once again led by Inman and Orr, his 65cc-class rivals. When all was said and done, Blake Cox took second overall and Tyler Cox finished fifth overall.

The star of the day in the Cox family was the Yamaha-mounted E.J.Cox, who found himself dealing with Eric Mercer, a Honda honcho from Perry, Tennessee, and Yamaha-mounted Adam Manning from Franklin, Tennessee. In both the Schoolboy class and 125cc C class, E.J. was challenged by Mercer and Manning. In moto two of the 125cc C showdown, E.J. looked as if he might be swallowed up by the 19-bike pack. Mercer took the holeshot, and E.J. bumped and bullied around the corner back in fifth or sixth place.

As the field began to sort itself out down the long straightaway, E.J. made a wide-open move past two riders. Then E.J. set a new goal for himself: Take Mercer. By utilizing what he'd learned from his previous trips around the demanding course, E.J. managed to outmaneuver Mercer in the curves, outjump him over the various doubles, triples and table tops, and outrun him along the straightaways. E.J. took both moto wins in the 125cc C and Schoolboy classes to claim first place in each class.

Results

50 (4-6): 1. Justin Lawrence (KTM); 2. Logan Pollard (Cob).
50 (7-9): 1. Spencer Cook (Cob); 2. Zach Thompson (KTM); 3. Justin Screws (Lem).
65 (7-11): 1. Brady Orr (KTM); 2. Hunter Inman (Kaw); 3. Tyler Cox (Kaw); 4. Levi West (KTM); 5. Kyle Dortch (Kaw).
85 (7-11): 1. Elliott Barber (Kaw); 2. Blake Cox (Kaw); 3. Hunter Inman (Suz); 4. Brady Orr (KTM); 5.Tyler Cox (Kaw).
85 (12-15): 1. Chase Gamble (Suz); 2. Charles Cobb (Kaw).
S/MINI: 1. Kenny Dale Orr (Suz); 2. Chase Gamble (Suz); 3. Blake Cox (Kaw).
SCHBY: 1. E.J. Cox (Yam); 2. Eric Mercer (Hon); 3. Adam Manning (Yam); 4. Greg Fritts (Hon); 5. Greg Lovins (Yam).
OPEN BEG: 1. Greg Fritts (Hon); 2. Keith Wallace (Suz); 3. Mike Pollard (Kaw); 4. Brett Perry (Yam); 5. Jeremy Townsend (Suz).
125 A: 1. Darrell Blankenship (Suz); 2. Chris Brisendine (Suz).
125 B: 1. Chris Blankenship (Kaw); 2. Greg Lovins (Yam); 3. Dillion Clayton (Yam).
125 C: 1. E.J. Cox (Yam); 2. Eric Mercer (Hon); 3. Adam Manning (Yam); 4. Michael Lawrence (Suz); 5. Tommy Howd (Suz).
250 A: 1. Pooh Bear Guiden (Yam); 2. Darrell Blankenship (Suz).
250 B: 1. Jamaal Bond (Hon); 2. Chris Blankenship (Kaw).
250 C: 1. Adam Manning (Yam); 2. Mike Schaffer (Kaw); 3. Brandon Goodwin (Kaw); 4. John Martinez (Kaw).
16-24: 1. Pooh Bear Guiden (Yam); 2. Jamaal Bond (Hon); 3. Tommy Howd (Suz).
25+: 1. James Powell (Yam); 2. Michael Lawrence (Suz).
30+: 1. Mike Schaffer (Kaw); 2. Mike Fortner (Suz); 3. Lee Manning (Suz).

Speedworld

Rivera rocks Wittmann

By Zack McKinley

WITTMANN, AZ, OCT. 31
Round number four of the Canyon Offroad Promotions Holiday Blowout Series took place over the Halloween weekend at Speedworld in Wittmann, Arizona. The desert autumn weather provided the perfect atmosphere for a spectacular day of racing.

In the combined 125cc Junior, 250cc Junior and 125cc Intermediate contest, the lone 125cc Intermediate rider, Brandon Schlensig, left the juniors behind to play by themselves as he checked out in both motos for a perfect 1-1 score. The real battle was between the 125cc Juniors, with number 128, Nathan Rivera, showing true domination over his peers, although the competition was stiff, including riders such as Jimmy Vickers, Kyle Kinsman, Bryan Ehrman, Cody Huddleston, Tri Suppes, A.J. Petrucci, Matt Petrucci, Rick Campbell, Corey Gutterud, and newcomer Vinnie Cappola.

In moto one, a first-turn brake check caused a small pileup, which collected Ehrman. They came across the line in this order: Rivera, Gutterud, Huddleston, Campbell and Cappola.

In moto two, Rivera only made one mistake, going down and breaking his clutch lever, but he still managed to take home the gold.

Results

P/W BEG (4-6): 1. Jackson Paquette (KTM); 2. Cody McElroy (Cob); 3. Justin Quinn (KTM); 4. Conner Reeves (KTM).
P/W BEG (7-8): 1. Brian McCarty (Yam); 2. Taylor Russ (Lem); 3. Brodie Prather (Cob); 4. Douglas Wang (KTM); 5. Travez John (KTM).
P/W OPEN: 1. Cody McElroy (Cob); 2. Brian Christensen (KTM); 3. Brodie Prather (Cob); 4. William Taylor (Pol); 5. Douglas Wang (KTM).
60 BEG: 1. Zachary Buzzard (KTM); 2. Bobby Worth (KTM); 3. Tanita Tso (Kaw); 4. Nathan Jones (Kaw).
60 JR: 1. Nathan Mahoney (KTM).
60 OPEN: 1. Brent Davey (KTM); 2. Zachary Buzzard (KTM).
80 BEG: 1. Jeffrey Jenkins (Suz); 2. Chris Messick; 3. Ryan Bishop (Hon); 4. Tim Buettner (Kaw); 5. Jamie Varner (Hon).
80 JR: 1. Clay Higgins (Kaw); 2. Kyle Strippleman (Hon); 3. Andy Straight (Kaw); 4. Kyle Raimonde (Kaw); 5. Jeff Haymaker (Hon).
80 OPEN: 1. Clay Higgins (Kaw); 2. Tim Buettner (Kaw); 3. Kyle Raimonde (Kaw); 4. Jeffrey Jenkins (Suz); 5. Ben Lance.
125 BEG: 1. Luke Shetterly (Hon); 2. Steve Ayotte (Hon); 3. Brandon Murray (Hon); 4. Shane Langlois (Hon); 5. Jamie Point (Yam).
125 JR: 1. Nathan Rivera (Yam); 2. Cody Huddleston (Yam); 3. Corey Gutterud (Hon); 4. Bryan Ehrman (Kaw); 5. Matt Petrucci.
125 INT: 1. Brandon Schlensig (Yam).
250 BEG: 1. Don Kriske (Hon); 2. Mike Kelly (Hon); 3. Michael Larabee (Kaw); 4. David Kennedy (Kaw); 5. James Bellinger (Yam).
250 JR: 1. Jesse Attaway (Hon); 2. Don Larson (Kaw); 3. Rich Shauwacker (Suz); 4. Brian Jones (Hon); 5. Tony Walters (Yam).
VET BEG: 1. Tim MacCarthy (Yam); 2. Frank Fasulo (Suz); 3. Rick Branch (Hon).
VET JR: 1. Todd McClallum (Hon); 2. Rich Shauwacker (Suz); 3. Mark Anderson (Yam); 4. Scott Mooney (Yam); 5. Greg Geonetta (Kaw).
VET INT: 1. Richard McCullough (Yam); 2. Gary Chaidez; 3. Steve Akers; 4. Lenny Suppes (Hon).
B/BK OPEN: 1. Brandon Schlensig (Yam); 2. Kyle Kinsman (Hon); 3. Michael Larabee (Kaw); 4. Bryan Ehrman (Kaw).
BK PRO: 1. Jimmy Lamastus; 2. Kyle Kilebrew (Yam); 3. Troy Kalina (Suz).
VET PRO: 1. Brock Judd (Hon); 2. Sam Weinbach (Hon).
40+: 1. Gary Chaidez (Hon); 2. Bill Johnson (Suz); 3. Mark Anderson (Yam); 4. Don Kriske (Hon); 5. Fred Lillkes (Kaw).
60+: 1. Tim Kennedy (Kaw).

Carlsbad Raceway

Tarquin crashes the party at CMXR

By Kirk Chandler

CARLSBAD, CA, OCT. 16
Joel Tarquin won both motos in the MotoPro-sponsored J.T. Invitational class. Tarquin took control early in both motos, winning with convincing style.

At the start of the first moto, John Taylor garnered a MotoPro holeshot award by leading through the first two corners. Taylor was followed by Joe Hauler and Steve Isenhower, and Tarquin was in fourth, ahead of Dane Andersen. Taylor was motoring away from the pack on the first lap, only to catch a late-starting second gate of riders during the second lap. Tarquin was on the move through the dense traffic of Open and 250cc Novice riders, who were not expecting a charging pack to catch them from behind during their first lap. Tarquin passed Isenhower and Taylor in one lap. Tarquin sized up the leader, Hauler, on lap three, and then made the pass before the end of the lap. When the riders crested Devils Drop, they were greeted by a barrage of yellow flags and medics running to the grandstand sweeper, where a rider had lost control and careened into a chain-link fence, causing a red flag during the fourth lap. As the scheduled length of the race had been only six laps and the leaders had already passed the start/finish line for their fourth lap, the race was not restarted.

When the field lined up for the start of the second moto, it was uncertain as to who was the favorite. When the gate dropped and the pack of riders raced toward the first turn, Tarquin was out front, ahead of Hauler and Isenhower. Taylor, who finished third in the first moto, was dead last with a stalled YZF400, and he resumed the fray a lap down. The front-runners were in the middle of a two-man battle for the lead, with a string of riders trailing a couple of seconds behind them. Hauler made the move into the lead during the second lap, knocking Tarquin into the clutches of Isenhower and a fast-closing Bob Lloyd. Tarquin held off the duo and then charged past Hauler, who faded from first to fourth in the final three laps. Lloyd was the fastest man on the track, however, and he passed both Isenhower and Hauler in one lap. With the white flag waving, Lloyd set his sights on Tarquin's rear fender. The two were battling it out the whole way around the track, and Tarquin held off Lloyd for the moto win and the sweep on the day. Lloyd finished second and was third overall. Isenhower rounded out the podium in the second moto for fourth overall. Second overall went to Hauler, with a 2-4 score.

Results

80 NOV: 1. Corey Gustafson (Yam); 2. Mathew Adams (Hon); 3. Tyler Keefe (Yam).
125 BEG: 1. Andrew Wageman (Yam); 2. Justin Smith (Yam); 3. Shannon Millen (Suz).
250 BEG: 1. Mike Clark (Yam); 2. Mark Anderson (Yam); 3. Tim Lyons (Hon).
125 NOV: 1. Frank Dato (Suz); 2. Giovanni Filippone (Yam); 3. Brandon Amisted (Yam).
250 NOV: 1. Jeff David (Kaw); 2. Brian Valdez (Kaw); 3. Mike Brownfield (Hon).
OPEN NOV: 1. Bob Reis (Hon); 2. Jim Myerson (TM).
125 INT: 1. Tim Olson (KTM); 2. Juan Diego Saffon (Yam).
250 INT: 1. Glenn Cunningham (Hon); 2. Kirk Chandler (Hon); 3. Eric Hawes (Kaw).
OPEN INT: 1. Jason Bicknell (Hus); 2. Marcus Havins (Suz).
VET 30+ BEG: 1. Craig Atchison (Suz); 2. Troy Simmons (Yam); 3. Jack Watkins (Kaw).
VET 30+ NOV: 1. Warren Johnson (Kaw); 2. Mike Brownfield (Hon); 3. Brian Valdez (Kaw).
VET 30+ INT: 1. Lee Bacon (Kaw); 2. Glenn Cunningham (Hon); 3. D.R. Clement (Hon).
VET 30+ PRO: 1. Pete Murray (Suz); 2. Giovanni Spinali (Yam); 3. James DeRidder (Yam).
VET 40+ NOV: 1. Larry Fosset (Yam); 2. Dennis Melchior (Yarn); 3. Chris Daniel (Yam).
VET 40+ INT: 1. Jeff Lysdale (Kaw); 2. Larry Gross (Yam); 3. Allen McKay (Yam).
VET 40+ MSTR: 1. Rob Wilshire (Yam); 2. Daniel Davalos (Suz); 3. Rich Borteau (Kaw).
VET 40+ EX: 1. Toby Taki (Yam); 2. Chris White (Hon).
VET 50+ NOV: 1. R.D. Maackazinski (Hon); 2. Ken Carmen (Hon).
VET 50+ INT: 1. Phill Blackburn (Yam).
VET 50+ MSTR: 1. Bengt Johansson (Yam); 2. Ray Pisarski (Hon); 3. Xavier Audovard (Suz).
WMN NOV: 1. Tiffany Holtman (Kaw); 2. Karen Arcaris (Kaw).
J.T. INVTN'L: 1. Joel Tarquin (Yam); 2. Bob Lloyd (Hon); 3. Joe Hauler (Hon).

County Line MX

Peeples has the power

By Hugh Gatlin

FOUNTAIN, FL, OCT. 31
Jordan Peeples turned in a strong performance at County Line MX. The Yamaha rider took the overall win in the 125cc Money class and finished third overall in 250cc Money racing. More than 100 riders turned out to compete on a well-prepared track that remained dust-free throughout the day.

Ricky Palmer jammed under Peeples to take the holeshot in the first 125cc Money moto. Randy Jernigan was on the move early, passing Peeples in the fourth turn and setting his sights on Palmer. On the second lap, Jernigan closed in on Palmer and the two Yamaha riders made heavy contact in the whoop section. Palmer lost the lead to Jernigan, and Peeples went back to second. Peeples pulled even with Jernigan in several turns before settling for second by a bike length.

Palmer ran the inside line to another holeshot in race two, followed by Peeples and Jernigan. After two laps out front, Palmer pulled off, logging a DNF. Jernigan closed in on Peeples and was looking for a way past. At the halfway point, Jernigan got out of shape on the back side of a 15-foot-high tabletop and went down hard. With the pressure off, Peeples cruised to an easy win over Jon Sanders.

Jeremy Brown led the first 250cc Money moto over Earl May and Peeples. Brown set a blistering pace on his way to the win while Peeples steadily crept up on May. Peeples lost his chance for a pass when his machine temporarily locked up with half a lap to go. Jernigan was able to pick up a spot and follow May in for third.

May's Kawasaki was quickest off the line in race two. Brown dropped Peeples to third and went after May. The two went to war for the win. Unable to gain any ground, May put up a fine defensive effort. He kept Brown at bay until the halfway point. Brown went high in a turn, dived under May and was past in an instant. With Peeples still charging hard, the three riders came uphill to the checkers separated by only four seconds.

Results

P/W (4-6): 1. Darius Miller (Yam); 2. Zack Bell (KTM); 3. Cole Casey (KTM).
P/W (7-9): 1. Luke Davie (Cob); 2. J.T. Taylor (Suz).
OPEN P/W: 1. Luke Davie (Cob); 2. Michael McArthur (Cob).
60 BEG: 1. Luke Davie (Cob).
60: 1. Derrick Miller (Kaw); 2. Orlando Hamilton (Kaw); 3. Michael McArthur (Kaw).
80 B: 1. Jeremy Carroll (Hon); 2. Blake Barr (Yam).
80 C: 1. Ben Fleetwood (Hon); 2. Michael Patterson (Kaw); 3. Orlando Hamilton (Kaw); 4. Elizabeth Hanneman (Kaw).
80 D: 1. Joe Terry (Hon); 2. Jeremy Thomas (Yam); 3. Cole Cherpak (Yam); 4. Sean Collins (Hon); 5. Jeremy Hardy (Kaw).
S/MINI: 1. Blake Barr (Yam); 2. Ben Fleetwood (Hon); 3. Jeremy Carroll (Hon).
YTH: 1. Jessica Patterson (Kaw); 2. Lee Williams (Hon); 3. Rodney Allen (Yam); 4. Andrew Kay (Suz); 5. Steven Smith (Yam).
125 MNY: 1. Jordan Peeples (Yam); 2. Jon Sanders (Yam); 3. Randy Jernigan (Yam); 4. Ricky Palmer (Yam).
125 B: 1. Kyle Hochstetler (Kaw); 2. Jessica Patterson (Kaw); 3. Rodney Allen (Yam); 4. Art Stromberg (Yam); 5. Jim Hamilton (Yam).
125 C: 1. Lee Williams (Hon); 2. Andrew Kay (Suz); 3. Wayne Dickey (KTM); 4. Dan Cotilla (Hon); 5. Jason Cross (Hon).
125 D: 1. Jason Slicer (Yam); 2. Rhett Peel (Yam); 3. Todd Abbott (Kaw); 4. Trey Barnard (Suz); 5. Daniel Jonn (Hon).
250 MNY: 1. Jeremy Brown (Yam); 2. Earl May (Kaw); 3. Jordan Peeples (Yam); 4. Lee Spann (Kaw); 5. Randy Jernigan (Yam).
250 B: 1. Kyle Hochstetler (Kaw); 2. Ricky Stevens (Yam); 3. Tim Stokes (Yam); 4. Jeremy Fowler (Yam).
250 C: 1. James Stephenson (Yam); 2. Tommy Ashmore (Hon); 3. Michael Hare (Hon); 4. Brad Stromberg (Hon); 5. Michael Perkins (Kaw).
250 D: 1. Steve Webster (Hon); 2. Bill Nolan (Yam); 3. Henry Hollingshead (Kaw); 4. Larry Gurganus (Suz); 5. Frank Kapplow (Suz).
HBBY: 1. Shon Jones (Kaw); 2. Chris McDaniels (Yam); 3. Art Stromberg (Hon).
25+: 1. Lee Spann (Kaw); 2. Keith Finch (Yam).
40+: 1. K.C. Henderson (Yam); 2. Tony Hardy (Kaw); 3. Larry Brinkley (Yam); 4. Paul Helbling (Kaw); 5. Frank Kapplow (Suz).
VET B: 1. Ricky Stevenson (Yam); 2. Keith Finch (Yam); 3. Anthony Wood (Kaw); 4. Tim Stokes (Yam); 5. K.C. Henderson (Yam).
VET C: 1. Tommy Ashmore (Hon); 2. Mark Webster (Yam); 3. Michael Hare (Hon); 4. Ernie Thomas (Yam); 5. Grady Hendrix (Yam).

Seattle International Raceway

Cook named Northwest Number One

By Lisa Conzatti

SEATTLE, WA, OCT. 17
David Cook essentially had the number-one position in Washington wrapped up before the start of racing on October 17 at Seattle International Raceway. Added to last week's win in Portland, Cook is the new "Northwest Number One."

"I just wanted to come out and make a good showing," said Cook. "It was fun, and I'm glad I got 'em both."

In the 600cc Supersport event, Team Green Kawasaki-supported Mike Sullivan jumped out into the lead, followed closely by Cook and Rob Carpenter, both on Yamaha R6s. The three maintained these positions for four revolutions, and then Cook managed to get around Sullivan in turn nine. On lap seven, Carpenter passed Sullivan down the front straight, Sullivan passed Carpenter up the inside in six, and then Carpenter repassed Sullivan in seven. Sullivan man-

aged to get back around Carpenter in turn three on the ninth lap, but he couldn't catch Cook for the lead. After 11 laps, Cook finished first, followed by Sullivan and Carpenter. Following Cook in overall season points was Carpenter in second, and the third spot went to Sullivan.

Results

125 GP: 1. Danielle Saxman (Apr); 2. Kevin Sheafer (Hon); 3. Richard Matthews (Hon); 4. Nobi Iso (Apr); 5. Steven Cobb (Hon).

250 GP: 1. Simon-Pierre Smith (Yam); 2. Kory Gill (Yam); 3. James Chisholm (Hon); 4. Steve Sauerbrey (Yam); 5. Patrick Dowd (Yam).

250 VINT: 1. Bruce Bille (Suz); 2. Simon-Pierre Smith (Hon); 3. Peter Goddeyne (Duc).

450 S/BK: 1. Alan Schwen (Suz); 2. Peter Nielson (Suz); 3. Tyler Sandell (Suz); 4. Dave Lanigan (Suz); 5. Randy Grein (Suz).

450 S/SPT: 1. Randy Grein (Suz); 2. Ted Hawkins (Suz); 3. Kurt Husted (Yam); 4. Phil Sharpe (Suz).

500 VINT: 1. Mathew O'Conner (Hon); 2. Paul Brodie; 3. Ross Poitras; 4. Tim Keane (Tri); 5. Sean Liggett.

600 S/BK: 1. David Cook (Yam); 2. Mike Sullivan (Kaw); 3. Rob Carpenter (Yam); 4. Mark Lorentz (Yam); 5. John Dugan (Yam).

600 S/SPT: 1. David Cook (Yam); 2. Mike Sullivan (Kaw); 3. Rob Carpenter (Yam); 4. Mark Lorentz (Yam); 5. Jayson Delamora (Yam).

650 GP TW: 1. Alan Schwen (Suz); 2. Mark Velasco (Hon); 3. Dave Lanigan (Suz); 4. Peter Nielson (Suz); 5. Tyler Sandell (Suz).

650 PROD TW: 1. Mark Vegors (Suz); 2. Oliver Jervis (Suz); 3. Christian Owens; 4. Rich Hill (Suz); 5. Bill Sparks (Kaw).

750 S/BK: 1. John Dugan (Suz); 2. Derek Damon (Suz); 3. Alan Thain (Suz); 4. Brent LaRiviere (Suz); 5. Daniel Lippis (Suz).

750 S/SPT: 1. Chris Townsend (Kaw); 2. John Dugan (Suz); 3. Derek Damon (Suz); 4. Greg Bouwens (Suz); 5. Alan Thain (Suz).

BEARS: 1. Barry Wressell (Tri); 2. Chris Denzler (Duc); 3. Robert Flagg (Duc); 4. Ricky Bowers (Duc); 5. Scott Avery (Duc).

F-2: 1. Rob Carpenter (Yam); 2. Stephen Stallman (Yam); 3. Michael McCullough (Hon); 4. Steve Schock (Yam); 5. Jace Bottenberg (Hon).

F-ULTRA: 1. Mike Sullivan (Kaw); 2. David Cook (Yam); 3. Mike Mitchell (Yam); 4. Jeff Shults (Yam); 5. Sam Solomon (Yam).

F-THNDR: 1. Brett Fladseth (Tri); 2. Mike Machell (Suz); 3. Robert Flagg (Duc); 4. Tyler Sandell (Suz); 5. Peter Nielson (Suz).

L/W CLSC S/BK: 1. Phil Sharpe (Suz); 2. Bobby Hawbaker (Yam); 3. Thomas Deem (Yam); 4. Thomas Wicken (Yam); 5. Bruce Donahue (Yam).

NOV: 1. Mark Lebedoff (Suz); 2. Eric Sawade (Kaw); 3. Peter Martin (Yam); 4. Helmut Sassenfield (Kaw); 5. Bryce Senff (Hon).

OPEN CLSC S/BK: 1. Chris Denzler (Duc); 2. Mark Velasco (Hon); 3. Jim Broglio.

OPEN GP TW: 1. Mike Sullivan (Duc); 2. Alan Thain (Suz); 3. Tom Orella (Duc); 4. Cliff Garrett (Duc); 5. Chuck Shortt (Suz).

OPEN SGL: 1. Kevin Sheafer (Hon); 2. Richard Matthews (Hon); 3. Nobi Iso (Apr); 4. Steven Cobb (Hon); 5. Chris Franks (Hon).

OPEN S/SPT: 1. Mike Sullivan (Kaw); 2. Mike Mitchell (Yam); 3. Mark Kruber (Yam); 4. Jeff Shults (Yam); 5. David Cook (Yam).

OPEN VINT: 1. Leslie Cook (Nor); 2. Fred Eaton (Nor); 3. Gary Lewis (Nor).

SPTSMN: 1. Shawn McCormick; 2. David Hussey III (Pen); 3. Steve Smith (Yam).

L/W EARLY GP: 1. Michael Kelly; 2. Bill Sparks (Yam); 3. Fletcher Dell (Hon); 4. Les Criess; 5. Jim Niebuhr (Hon).

600 TFS: 1. Jace Bottenberg (Hon); 2. Erik Krieg (Hon); 3. Mark McKinney (Hon); 4. Kev Burgess (Hon); 5. Bill Sparks (Yam).

Cowbell Enduro

Dahners treats himself to the Cowbell win

By Linda Duronso

FINNEY CREEK, WA, OCT. 31

The weather played a trick on the riders who came to compete in the 69th annual Cowbell Enduro. Rain throughout the week, coupled with more than two inches of precipitation just hours before the start, left streams flowing down the trails as well as ponds over two feet deep throughout the course. Those lucky enough to have early start minutes dominated. The short-course riders started last; not one Under 200cc C rider finished.

This year's enduro was run totally in an ISDE format. The course consisted of three loops, with two tests on the first loop and one test on each of the other loops.

The first test went well. The Experts made short work of the trail in a clear cut. Kevin Bailey and Brian Bennett tied for fast time at 159. Jason Dahners was third at 167. After a short road loop and a short trail called "Running With Scissors," the first riders arrived at test two. The Experts again ripped across a clear cut with a small cat trail. Any area where the cat had piled dirt or fill turned to mud and then to something more like Kaopectate - hence the name "Kaopectate Special." Dahners had the fast time with 244. Brian Bennett had 264 and Kevin Baily 269.

The course quickly deteriorated, and even some of the Expert riders took more than 1000 seconds. Things got so bad after half an hour in the test that riders started to find their way off the course. Some found their way back to the start of the test, some found their way back to their trucks. Some riders finished the test after 50 minutes. Some riders, confused or lost, couldn't believe they weren't getting a finish score at the start control.

By this point, the first riders were well on their way to test three - a long, virgin trail with three steep drop-offs and climbs. The last quarter-mile of Running With Scissors was repeated, and the C riders were still stuck in it.

The first Experts were able to slash and dash. Later, the test ground to a halt. Blue smoke hung over the wreckage for an hour. When the club members arrived, the trail was closed to avoid carbon-monoxide poisoning. The test was thrown out because some of the riders had not even started into the trail.

Loop three had some new trail, and the C riders had pretty much cleared the course. Riders rode test four - called "Run, Forest, Run" - cold, meaning they had never seen it. A mix of old logging grades and untested trail made most of the riders use the loud handle with caution. Dahners ripped off a 430. Baily had a 447 and Gary Furrennes a 455. Everyone else garnered more than 500.

Dahners won his second consecutive Cowbell, an event that will be remembered as one of the toughest ever, one which favored the early riders, and one which every contestant would have loved to win.

Results

O/A: 1. Jason Dahners; 2. Kevin Baily; 3. Brian Bennett; 4. Gary Furrennes; 5. John Nielsen; 6. Steve Hougland; 7. Sean Wilson; 8. Tim Mount; 9. Todd Zilcosky; 10. Barry Remple; 11. Doug Young; 12. Scott Lathrop; 13. Sean Medcroft; 14. Kelly Bethards; 15. David Rhodes.

AA: 1. Jason Dahners (KTM); 2. Kevin Bailey (Suz); 3. Brian Bennett (Suz); 4. Gary Furrennes (Kaw); 5. Steve Haugland (Yam).

OPEN A: 1. Dana Young (Hon); 2. Scott Lathrop (Suz); 3. Sean Medcroft; 4. Chuck Bolton (Yam); 5. Jake Hulse (Kaw).

A UNDER: 1. John Nielsen (Kaw); 2. Kelly Bethards (Kaw); 3. Steve Parker.

B OVER: 1. Jon Crist (Suz); 2. Paul Christenson (Hon); 3. Eric Bee (Suz); 4. Duane Peterson (Suz); 5. Dwane Trummert (KTM).

4-STRK EX: 1. David Rhodes (Yam); 2. Steve Svedarsky (BBR); 3. Jason Easterling (Yam).

VET EX: 1. Tim Mount (Hon); 2. Jim Dukes (Yam); 3. Ken Leard (KTM).

SR EX: 1. Scott O'Brian; 2. Damon Bee (Suz); 3. Ronald Gisle (Kaw).

C OPEN: 1. Darren Peterson (Suz); 2. Jeff Mills (Suz); 3. Matt Keogh (Suz); 4. Jeff Beste (Kaw); 5. Harold Dardeed (KTM).

C UNDER: 1. Wendell Biersma (Yam); 2. Joe Daniels (Hon); 3. Rich Daniels (Hon); 4. Zak Daniels (Hon); 5. Tim Corp (Suz).

VET AM: 1. Chris Carey (Suz); 2. David Lorengo (Kaw); 3. Dan Bernard (Hon); 4. Todd Lynn (KTM); 5. Ray Keller (Suz).

4-STRK AM: 1. Wayne Gotts (Yam); 2. George Meaden (Yam); 3. Rick Thompson (Kaw); 4. Frank Meaden (Yam); 5. Geoff Peters (Yam).

SR AM: 1. Bob Lawson (Kaw); 2. Tim Kidd (KTM); 3. Dana Eng (KTM); 4. Todd Wolf (Hon); 5. James McGinty (Kaw).

S/SR: 1. Errol Borsky (KTM); 2. Ted Blow (Hon); 3. Wally Klammer (KTM).

WMN: 1. Sandi Caldwell (Kaw); 2. Marie Forsberg (Kaw); 3. DeeAnn Svedarsky (BBR).

SPTSMN: 1. J.D. Martin (KTM); 2. Ron Medford (Yam); Brian Watson (Hon).

Woodland Motocross Park

Tyler's on a roll

By Clay Light

WOODLAND, WA, NOV. 6

Round two of the Vintage Dirt-sanctioned Northwest Vintage/Evolution Motocross Series, held at Woodland Motocross Park, was much like the season opener two weeks ago. The track conditions were again superb, and former national motocross star Scott Tyler again dominated the proceedings.

Tyler, riding a 1978 Maico 250, scored an overall win in the day's fastest class, the combined Open/250cc Expert and Intermediate Evolution (1975-1981) class, handily winning both contests by large margins. Another thing this round had in common with the series opener was Oregonian Joe Casey's 250cc Vintage Expert-class win.

Having suffered from poor starts in the opener, Tyler shed that problem by gating inside the top three in both motos. The former Maico and Yamaha support rider, whose claims to fame were several top-20 AMA National finishes as well as an overall win in an Mickey Thompson Stadium Ultracross, overtook early leaders Kurt Stevens and Dennis Sweeten and opened up untouchable leads in each moto for a 1-1 sweep ahead of Stevens (2-2), Sweeten (3-3), Jay Lael (4-4) and Kary Krahel (5-5).

(Left) Joe Casey (3) leads Jimmy Row in the 250cc Expert/Intermediate class, in which Casey was victorious, during Vintage/Evolution motocross at Woodland Motocross Park in Washington. (Right) Though he was outjumped by Johnny Jelderda in the 50cc (7-8) class, Nic Paluzzi (17) rode his Cobra to the 50cc Modified victory at Starwest Cycle Park in Moreno Valley, California.

Another of the horde of Maico-mounted riders on hand, Mitch Kirkpatrick, scored a win in the 250cc Expert class, finishing ahead of the top Open Intermediate rider, Frank Campbell. Campbell got the nod for the position after first-moto winner Alex Schon started off poorly and couldn't recover, netting second in a come-from-behind performance to finish just ahead of 250cc Intermediate winner Tim Storlie, although Dale Jacobus netted the 250cc overall win ahead of Storlie with consistent 1-2 finishes to lead Storlie, Jason Tuff, Sean Light and Scott McAllister into the top five.

Casey, riding a 1974 Honda CR250 Elsinore, faced tough competition on the way to both of his overall wins, in the Over 30 Expert and 250cc Expert Vintage classes, with his closest challenges coming in the 250cc Expert-class motos. Casey had to fend off Jim Row, the top combined Intermediate-class rider, in moto one, and fellow Expert Sweeten in the second moto. However, Casey held up under the pressure to notch his name as one of only four two-class winners on the day.

Row's impressive performances earned the rider from Eugene, Oregon, the overall Intermediate win, ahead of Walter Welter and Jon Wall, who rode a 1974 Yamaha YZ250 to third overall.

The other double class winners were Ken Burningham (Four-Stroke and Over 50 Intermediate), Nick Caldwell (250cc Vintage and Unlimited), and 125cc and Under 40 Evolution winner Charles Martin.

Results

XR 75 INT: 1. John Trudeau; 2. Ryan York.

XR 75 AM: 1. Markus Stevens; 2. Ryan Wadsworth; 3. Mason Powell; 4. Jason Aasland; 5. Alex Adams.

PRE-1970 INT: 1. Christopher James (Yam); 2. Darrel Kilgore (Yam); 3. Ken Burningham (BSA).

PRE.-1970 EX: 1. Jay Lael (Mai).

125 INT: 1. Ray Horton (Hon).

125 EX: 1. Chris Castles (C-A).

250 AM: 1. Nick Caldwell (Mai); 2. Julie Sweeten (Hon); 3. Michael Cox (Yam); 4. Tim Trudeau (Kaw); 5. Kyle Webster (Hon).

250 INT: 1. Jimmy Row (Hon); 2. Walter Welter (Hon); 3. Jon Wall (Yam).

250 EX: 1. Joe Casey (Hon); 2. Dennis Sweeten (Hon); 3. Ryan Anderson (Bul); 4. John Marcotte (Hon).

OPEN AM: 1. Dino Medina (CZ); 2. Brian Wry (CZ).

OPEN INT: 1. Marty Welter (Hon); 2. John Adams (Yam); 3. Dana Salsman (Yam); 4. Greg Mattoon (CZ); 5. John Mattoon (CZ).

4-STRK INT: 1. Ken Burningham (BSA); 2. Marty Welter (Hon); 3. Ray Stipe (Hon).

30+ AM: 1. Ken Harlan (Yam); 2. Glenn Stover (Yam); 3. Bill Metcalf (Suz).

30+ INT: 1. John Adams (Yam); 2. Ray Horton (Hon); 3. Marty Welter (Hon).

30+ EX: 1. Joe Casey (Hon).

40+ AM: 1. Tim Trudeau (Kaw); 2. Dino Medina (CZ); 3. Brian Wry (CZ); 4. Jay Hamilton (Hon).

40+ INT: 1. Keith Webster (Hon); 2. Dana Salsman (Yam); 3. John Mattoon (CZ); 4. Darrel Kilgore (Yam); 5. Bill Brown (Mon).

40+ EX: 1. Chris Castles (CZ).

50+ AM: 1. David MacKillip (Bul); 2. John Caldwell (Mai); 3. Bud Abbott (Yam); 4. Bill Schweitzer (Bul); 5. Thomas Glodden (CZ).

50+ INT: 1. Ken Burningham (BSA); 2. Steve Saterlund (CZ); 3. Reid Saario (CZ).

60+ INT: 1. Dick Stidham (Hon); 2. Rodger Bille (Suz); 3. Ralph Clark (Hon).

60+ AM: 1. Norm Duvall (Yam).

WMN AM: 1. Tina Harlan (Yam); 2. Julie Salsman (Yam); 3. Arloa Cole (Yam).

WMN INT: 1. Julie Sweeten (Hon).

Evolution

125 INT: 1. Tim Coughlin (Suz).

125 AM: 1. Charles Martin (Yam); 2. Jeff Rose (Yam); 3. Andy Scheen (Suz).

250 AM: 1. Colby Campbell (Yam); 2. George Belanger (Mai); 3. Charles Martin (Yam); 4. Jim Munger (Mai); 5. Jack Rua (Hon).

250 INT: 1. Dale Jacobus (Yam); 2. Tim Storlie (Hon); 3. Jason Tuff (Hon); 4. Sean Light (Bul); 5. Scott McAllister (Mai).

250 EX: 1. Mitch Kirkpatrick (Mai).

OPEN AM: 1. John Kitty (Hus); 2. Kyle Johnson (Hus); 3. Robert Schulz (Hus); 4. Jack Rua (Hon); 5. Steve Eyles (Suz).

OPEN INT: 1. Frank Campbell (Mai); 2. Alex Schon (Hus): 3. Scott McAllister (Mai); 4. Christopher James (Yam); 5. Kenny Brynn (Mai).

OPEN EX: 1. Scott Tyler (Mai); 2. Kurt Stevens (Yam); 3. Dennis Sweeten (Mai); 4. Jay Lael (Mai); 5. Kary Krahel (Mai).

0-40 AM: 1. Charles Martin (Yam); 2. Tyler Carlson (Bul); 3. John Kitty (Hus); 4. Colby Campbell (Yam); 5. Chris Walther (Hon).

0-40 INT: 1. Scott McAllister (Mai); 2. Christopher James (Yam); 3. Tim Coughlin (Suz).

40+ AM: 1. Ray Fisher (Mai); 2. Mo Loehmann (Yam); 3. Eric Krask (Yam); 4. Robert Schulz (Hus); 5. Hans May (Hus).

40+ INT: 1. Kenny Brynn (Mai); 2. Frank Campbell (Mai); 3. Dale Jacobus (Yam); 4. Bill Brown (Yam).

40+ EX: 1. Jesse Buckley (Yam); 2. Mitch Kirkpatrick (Mai).

4-STRK EX: 1. Monty Price (Yam); 2. Jesse Buckley (Yam).

4-STRK AM: 1. Roger Warner (Hon); 2. Glenn Kaleta (Yam); 3. Jared Lipplegos (Yam); 4. Flip Jones (Yam); 5. Tim Courson (Hon).

WMN AM: 1. Jessica Osterman (Yam).

U/L: 1. Nick Caldwell (Mai); 2. Bill Metcalf (Suz).

Starwest Cycle Park

Jelderda jumps to victory

By Tony Alessi

MORENO VALLEY, CA, OCT. 30

"Jumping" Johnny Jelderda literally jumped to victory and raised the bar in the Pee Wee ranks with an upset victory over World Champion Nic Paluzzi in the 50cc (7-8) division during round two of the Starwest Fall Contingency Series, held at Starwest Cycle Park.

In the first Pee Wee (7-8) contest, Paluzzi pulled his usual holeshot, but instead of pulling away for the win, Johnny Jelderda came knocking at the door - and Paluzzi didn't have an answer. Jelderda chose to jump a 60-foot double jump on the back straightaway, passing and pulling away from Paluzzi in the opening moto.

In the second moto, Paluzzi was again out front, and this time it looked like he had done his homework between motos; he was stepping up and also performing the same double jump as Jelderda. But Jelderda had one more trick up his sleeve, and that was to double-double through all four jumps on the back straightaway - a stunt that's never before been performed by any Pee Wee racer. Jelderda set up Paluzzi just after the halfway mark, then pulled the trigger and pulled away to score the moto and the overall victory.

Paluzzi raced alone in second, broken-hearted, for the remainder of the moto, behind the night's champ, Johnny Jelderda.

This event marked the return of Starwest's local top pro, Danny Carlson, who was sporting new colors.

"The new Suzukis are great and super-fast," Carlson said. "After I beat Travis Pastrana at the RM Cup in the first heat race and had podium finishes the rest of the week, Suzuki offered us a program for 2000 that will help us achieve some of our goals for the millennium."

Carlson rode unchallenged throughout the course of both combined 125cc Intermediate and Pro races. Carlson topped Matt Hopkins in the Pro class and Intermediates Steve Eugenio and Brandon Milstead for the night's top podium position.

Results

Small Track

50 STRTR (4-6): 1. Jacob P. (KTM); 2. Nick Serrano (KTM); 3. Zachary S. (KTM).

50 STRTR (7-8): 1. Justin Rodriguez (KTM); 2. Tommy Fraijo (Yam).

50 JR (4-6): 1. Moses Urias (Yam); 2. Dustin P. (Yam); 3. Megan Flores (Yam).

50 STK B (0-8): 1. R.J. Hoch (KTM); 2. James Frigo (Cob); 3. Jarrod S. (KTM).

50 STK BEG (4-6): 1. Moses Urias (Cob); 2. Jeremy McCool (KTM); 3. Samuel Martinez (KTM); 4. Cole Young (Cob).

50 STK BEG (7-8): 1. Brent Bohanon (Cob); 2. Paul P. (KTM); 3. Jordan Rodriguez (KTM); 4. Cody Young (Cob); 5. Bryan Briley (Cob).

50 MOD BEG (4-6): 1. Jeremy McCool (KTM).

Main Track

50 STK: 1. Johnny Jelderda (Cob); 2. Quad Chase (Cob); 3. David Falcon (KTM); 4. Kieffer Silva (KTM).

50 MOD: 1. Nic Paluzzi (Cob).

50 S/P/W: 1. Marcus Carrillo (Lem); 2. Bryce Stewart (Cob); 3. Zakariah Chase (Cob).

50 (4-6): 1. Bryce Stewart (Cob); 2. Zakariah Chase (Cob); 3. Cody Hall (Cob).

50 (7-8): 1. Johnny Jelderda (Cob); 2. Nic Paluzzi (Cob); 3. Jake Mendenhall (KTM); 4. Quad Chase (Cob); 5. Kieffer Silva (KTM).

60 STRTR (6-9): 1. Kieffer Silva (Kaw); 2. Lee Cordova (Kaw); 3. Jesse James (Kaw).

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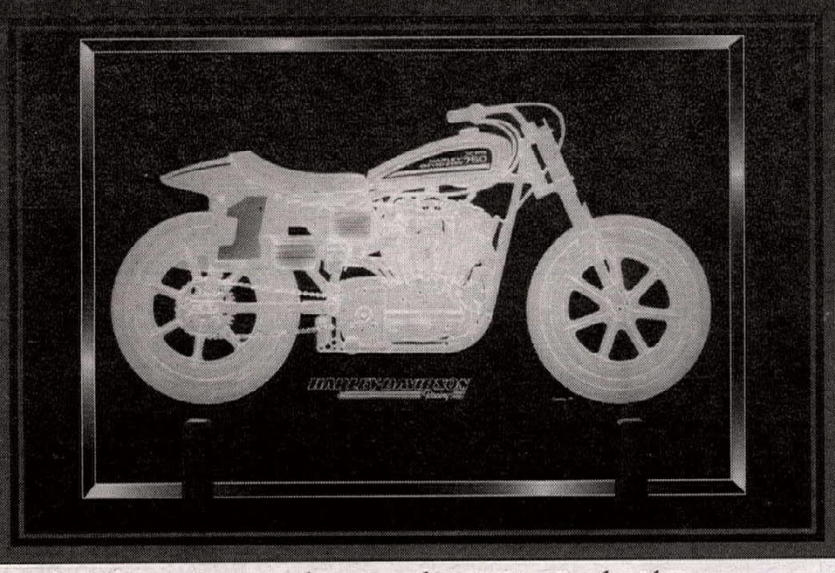

This beautiful Starfire Crystal Carving of a 750 Dirt Tracker H-D was generously donated to the Clayton Memorial Foundation by glass artist, Jim Searcy. Actual size 30" x 40". Can be free-standing or framed. This piece is valued at $5,000.

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Bradley Rideart (11) rode to both moto wins for the overall 80cc Beginner-class victory at the last round of the Kentucky-Tennessee MX Association's Championship Points Series, held at Apex Valley Motocross Track in White Plains, Kentucky.

Apex Valley Motocross Track

Rideart knows the art of riding

By David H. Screws
Photo by The Picture Man

WHITE PLAINS, KY, OCT. 31
On a Sunday afternoon, under a canopy of fall foliage, the Kentucky-Tennessee MX Association staged the 23rd and final round of its Championship Points Series in the hills of southwestern Kentucky. Although most of the KTMXA's Championship Points Series titles had been sewn up, the racing was still fierce.

The 50cc class honors for the day went to a pair of Cobra captains: Cory Jones of Kentucky and Alex Ray of Tennessee. Right behind them and bearing down on the two leaders for all five laps of both motos was Zach Thompson of Kentucky. Although Cobra rider Alex Ray experienced problems and crashes in moto one, he managed to pull himself up from a fifth-place finish in the first race and place second in moto two to take third place overall. Thompson took second and third in motos one and two, and he was pleased to place second overall. Cobra tamer Cory Jones zipped his little, yellow, dirt-spittin' machine around the eight-tenths-of-a-mile circuit to win both motos and earn the first-place trophy.

The Mighty Mini show continued with Tyson Ezell, Brady Orr and Chase Thomas on their 60cc bikes. KTM-mounted Ezell captured the lead in both motos and sailed away with a first-place finish overall. The ever-present Orr, also on a KTM, had to settle for a well-earned second-place overall finish. The Cadiz Kawasaki-sponsored Thomas guided his green machine through the 11-rider pack to take third place overall.

Sporting the lucky number 11 on his 80cc Yamaha, Bradley Rideart of Kentucky was hard-pressed to ward off the constant threat of Honda rider Lee King in order to carry home the overall honors in the 80cc Beginner class. Rideart beat the other riders to the pole for the holeshot. Gradually, lap after lap, aware of King and the Suzuki-mounted Ryan Mason on his tail, Rideart managed to focus his attention on the task at hand, and he convincingly won both motos for the combined 80cc Beginner-class win.

Results

50 (4-8): 1. Cory Jones (Cob); 2. Zach Thompson (KTM); 3. Alex Ray (Cob); 4. Dylan Cox (KTM); 5. Michael Huddleston (Cob).

60 (7-11): 1. Tyson Ezell (KTM); 2. Brady Orr (KTM); 3. Chase Thomas (Kaw); 4. Hunter Inman (Kaw); 5. Cole Huggins (KTM).

80 BEG: 1. Bradley Rideart (Yam); 2. Lee King (Hon); 3. Ryan Mason (Suz); 4. Ryan Milausks (Kaw).

80 (7-11): 1. Tyson Ezell (KTM); 2. Brady Orr (KTM); 3. Levi West (Yam); 4. Hunter Inman (Suz); 5. Austin Wells (Suz).

60 (6-8): 1. Donnie Kearney (KTM); 2. Richard Sterling (Kaw); 3. Ronnie Goodwin (Kaw); 4. Marcus Carrillo (Kaw); 5. Nic Paluzzi (Kaw).

60 (9-11): 1. Mike Alessi (KTM); 2. Jeff Alessi (KTM); 3. Shawn Hayes (KTM); 4. Cody Tithof (KTM); 5. Graham Spillman (Kaw).

80 BEG (0-11): 1. Austin Prescott (Suz); 2. Kameron Silva (Yam).

80 BEG (12-16): 1. J.W. Foster (Hon).

80 (0-11): 1. Mike Alessi (Yam); 2. Shawn Mohr (Yam); 3. Brandon Spencer (Kaw); 4. Danny Gonzalez (Kaw); 5. Chris Taft (Kaw).

80 (12-13): 1. Carlos Gonzalez (Kaw); 2. Kyle Foltz (Kaw).

80 (14-16): 1. Jason Medina (Hon).

S/MINI: 1. Mike Alessi (Yam); 2. Jeff Alessi (Yam); 3. Bruce Prochnavy; 4. Brandon Spencer (Kaw); 5. Donnie Kearney (Yam).

125 BEG: 1. Bruce Prochnavy (Hon); 2. Brandon Prahm (Hon); 3. Cody Saarloos (Yam); 4. Ryan Campbell (Yam); 5. Ray Olivio (Yam).

125 NOV: 1. David Valdez (Yam); 2. Matthew Prochnavy (Hon); 3. Jeff Loop (Yam); 4. Eric Wood (Yam).

125 INT: 1. Steven Eugenio (Yam); 2. Brandon Milstead (Suz); 3. Nik Hensley (Yam); 4. Brandon Prochnavy (Hon); 5. Danny Mohr (Yam).

125 PRO: 1. Danny Carlson (Suz).

250 BEG: 1. Kenny Hill (Suz).

250 NOV: 1. Alvino Garcia (Yam); 2. Eric Reasner (Kaw).

250 INT: 1. Richard Wickham (Suz); 2. Duane Benner (Kaw); 3. David Johnson (Yam).

40+ NOV: 1. Robert Pinnell (Suz).

Frankfort Old Town Park MX

Hildebrand wins big

By Rupert X. Pellett

FRANKFORT, OH, OCT. 17
Maineville, Ohio's Kevin Hildebrand doesn't win all the time - but it was a Hildebrand benefit at Frankfort Old Town Park MX, as the F&S Suzuki RM250-mounted District 11 regular was feeling his oats. Hildebrand was able to win three of the four motos he entered, in the 250cc B and Over 30 classes, quickly slipping his yellow machine into the lead early in every moto.

David Rife was able to steal a moto from Hildebrand in the second race of the 250cc B contest, while Kris Ross took second place overall with a consistent 2-3 showing. Rife's first-moto fifth gave him third, behind Ross, in the overall tally on the day.

Hildebrand mastered the Over 30 "Veterans" class, with Brad Sells on his KTM coming in second with 3-3 postings, while Greenfield's Joey Ford's 2-4 performances netted him third overall.

Frankfort's last race of the year was held under cool, drizzly conditions, and a little under 200 hardy racers turned out - but Fairborn's Kyle Smith turned on the gas hard anyway. Smith was simply unbeatable on the day; he took all four wins in the 65cc and Mini-Junior classes onboard his Kawasakis.

Results

P/W 50: 1. Kyle Cottrill (Yam); 2. Brad Baker (Yam); 3. Dylan Walker (Yam); 4. Tyler Glatting (Hon); 5. J.T. Turner (Yam).

50 (4-6): 1. Kyle Cottrill (Cob); 2. Brad Baker (Cob); 3. Dylan Walker (Yam); 4. Edward Brightwell (Cob); 5. Shawn Rife (Cob).

50 (7-8): 1. Shawn Lunsford (Cob); 2. Eric Denney (Cob); 3. Nick Ferguson (Cob); 4. Dax Bundy (Hon); 5. Alex Naland (Cob).

65: 1. Kyle Smith (Kaw); 2. Robert White (Kaw); 3. Justin Weeks (Kaw); 4. Ryan Brumfield (KTM); 5. Brandon Elkins (Kaw).

80 (7-11): 1. Kyle Smith (Kaw); 2. Robert White (Kaw); 3. Ryan Brumfield (KTM); 4. Brandon Elkins (Kaw); 5. Justin Weeks (Kaw).

80 (12-15): 1. Willy Browning (Suz); 2. Nathan Skaggs (Yam); 3. Nick Carroll (Yam); 4. Kyle Hueing (Suz); 5. Derrick Arledge (Yam).

SCHBY 125: 1. Willy Browning (Suz); 2. Cory Smith (Yam); 3. Derek Sturgell (Kaw); 4. Mark Diehl (Suz); 5. Richie Elkins (Suz).

125 A: 1. David VanCuren (Suz); 2. Chris F. Kuhn (Yam); 3. Matt Robinson (Hon); 4. Doug Gall (Yam); 5. Erik Leonard (Yam).

125 C: 1. Cory Smith (Yam); 2. Richie Elkins (Suz); 3. Tim Nelson (Suz); 4. Tim Kelly (Hon); 5. Grant Smith (Yam).

250 A: 1. Dallas Avery (Suz); 2. Chris F. Kuhn (Yam); 3. Doug Gall (Yam).

250 B: 1. Kevin Hildebrand (Suz); 2. Kris Ross (Hon); 3. David Rife (Kaw); 4. Jason Brown (Hon); 5. Ty Walke (Suz).

250 C: 1. Jason Weeks (Yam); 2. Nicholas Bukky (Hon); 3. Jeff Burleson (Yam); 4. Danny Carter (Yam); 5. Craig Ratai (Yam).

OPEN: 1. Brad Sells (KTM); 2. Dan Bryan (KTM); 3. David Mills (Hon); 4. Brad Smith (KTM); 5. Pete Hapner (Kaw).

25+ B: 1. Kris Ross (Hon); 2. Ty Walke (Suz); 3. William Rogers II (Yam); 4. Joey Ford (Suz); 5. Dave Horn (Suz).

30+ B: 1. Kevin Hildebrand (Suz); 2. Brad Sells (KTM); 3. Joey Ford (Suz); 4. Richard Robinson (Hon); 5. Gerry Bennett (Hon).

40+: 1. Tim Malott (Kaw); 2. Kevin Haydocy (Yam); 3. Gerry Bennett (Hon); 4. Steve Owens (Yam).

80 (12-15): 1. Adam Robinson (Yam); 2. Kenny Dale Orr (Suz); 3. Jared Arnold (Yam); 4. Jack Campbell (Kaw); 5. Ben Crittendon (Kaw).

S/MINI: 1. Kenny Dale Orr (Suz); 2. Jared Arnold (Yam); 3. Dustin Thomas (Kaw); 4. Jack Campbell (Kaw); 5. Ben Crittendon (Kaw).

SCHBY: 1. Damon Prince (Suz); 2. Shane Kissiar (Kaw); 3. Greg Lovins (Yam).

16-24: 1. Chris Brill (Yam).

125 A: 1. Damon Prince (Suz).

125 B: 1. Clint Burkeen (Suz); 2. Chris Brill (Yam); 3. Shane Kissiar (Kaw); 4. Greg Lovins (Yam).

125 C: 1. Tyler Rainwater (Yam); 2. Greg Hammond (Hon); 3. Aaron Sisk (Kaw); 4. Kevin Fields (Yam); 5. Josh Croley (Yam).

250 A: 1. Jordan Moneymaker (Kaw).

250 B: 1. Jason Kraus (Suz); 2. Mike Moore (Hon); 3. Junior Mitchell (Hon); 4. James Garder (Hon); 5. Billy Rogers (Hon).

250 C: 1. Josh Cravens (Suz); 2. Jason Ricketts (Suz); 3. John Black (Kaw); 4. Nathan Rainwater (Kaw).

250 BEG: 1. Mike Pollard (Hon); 2. Jason Young (Yam); 3. Kevin Schwindel (Hon).

25+: 1. Ronnie Ray (Hon); 2. Eddie Taylor (Yam); 3. Jason Kraus (Suz); 4. Timmy P'Poole (Kaw).

30+ A: 1. Timmy P'Poole (Kaw); 2. John Dixon (KTM); 3. Eddie Taylor (Yam).

30+ B/C: 1. Kenneth White (Hon); 2. Brad Samples (Yam); 3. Paul Puckett (Yam); 4. Dennis Woodruff (KTM); 5. Steve Moore (Hon).

40+: 1. Ronnie Ray (Hon); 2. Kenneth White (Hon); 3. Russell Rogers (Suz).

WMN: 1. Sherry Crittendon (Kaw).

Over the Halloween weekend, Jeff Baker (34) shot to the 125cc Expert victories on both days of the final motocross event of the year at the Wabash Cannonball Clubgrounds in Indiana. Baker was also the 250cc Expert runner-up on Saturday and took that class win on Sunday.

Wabash Cannonball Clubgrounds

Baker a smash at the 'Bash

By Larry Witmer

WABASH, IN, OCT. 30-31

Returning from wrist injuries, Jeff Baker was the man to beat at the final motocross event of the year at the Wabash Cannonball over the Halloween weekend. Baker won the 125cc Expert divisions on both days and the 250cc Expert contest on Sunday after being runner-up on Saturday.

The Wabash Cannonball Club is one of the AMA's oldest active clubs in the United States. The facility was in prime shape and featured safe double jumps, fast off-camber corners, and a long downhill combined with the Wall of Death, a huge dirt bank on a hillside.

In the opening 125cc A moto, Ben Graves, on his Max Pitts 2000 Honda, pulled the holeshot. Yamaha-mounted Carey West was second, and Barry Anglemyer rounded the fast left-hander in third. West briefly took over the lead going down the long back stretch before the big downhill. Just after the pass, Graves got tangled up with Anglemyer and Baker, with Graves going down.

Baker, who started this moto in fifth, moved up to second on the first lap. West held off Baker for the lead. KX rider Scott Metz was third, Anglemyer was fourth, and Scott Craven was fifth.

Baker put a block-pass on West for the lead and set sail for the win. Then Metz put a block-pass on West. Anglemyer then moved West back to fourth.

Baker took the win with a five-second advantage over Metz, who was second. Anglemyer settled for third at the checkers.

In the second moto, Baker gated fastest and rounded the first corner with the lead over Metz, Graves, Craven and Anglemyer.

Baker kept a consistently fast pace, just enough to stay in the lead, while behind him the action was intense. Metz dropped his Suzuki in a tight, rutted corner and dropped back to eighth. Graves moved to second. Anglemyer turned up the heat for the runner-up spot, challenging Graves in several switchback sections, while Suzuki rider Buddy Brooks moved up to fourth. Anglemyer found the pass he was looking for on the third lap with a tighter line on a step-up jump, passing Graves cleanly for second.

Baker took the win, over Anglemyer and Graves. Jimmy Brooks took over fourth in the closing stages of the moto.

"There's some new faces out here, and they're going pretty fast," said Baker. "I like the competition - it's making me ride harder. And there's more guys, for a better payback. I had a great time out there. The Wall of Death had some rough areas, but that had to be my favorite section. There was multiple passing lanes. [Thanks] to the Wabash Cannonball Club for a job well done. I would like to thank my sponsors: Dreyer Yamaha, Fox, Bridgestone, Pro Circuit, Stoughton Cycle and Lidz By Fid. I couldn't have done it without Steve Kopetsky, my mechanic, and my dad, Jeff, for his continued support. My plans for next year are to get a rod removed this winter and get in shape for the Pro Nationals." **CN**

Results

Saturday

AUTO (4-6): 1. Austin Crouch (KTM); 2. Kyle Biggins (Cob); 3. James Cooper (Cob); 4. Wayne Saalfrank (KTM); 5. Justin Witzke (Cob).

AUTO (7-8): 1. Devin Burks (Cob); 2. Jake Smith (Cob); 3. Chase Sparacio (Cob); 4. Richard Witake (Cob); 5. Allison Vrba (Cob).

AUTO (4-8): 1. Jacob Renkenberger (Yam); 2. Adam Haines (Yam); 3. Seth Pocock (Yam); 4. Jacob Tyree (Yam); 5. John White (Yam).

65: 1. Brandon Ross (KTM); 2. Shane Sewell (KTM); 3. Michael Bender (Kaw); 4. Robert Wagner (Kaw); 5. Steven Squire (KTM).

85 (7-11): 1. Travis Sewell (Hon); 2. Brandon Ross (Suz); 3. Shane Sewell (Kaw); 4. Dwayne Jones (Suz); 5. Michael Bender (Suz).

85 (12-15): 1. Kyle Huening (Suz); 2. Brandon Hileman (Yam); 3. Matthew Dennis (Kaw); 4. Bo Shinabarger (Hon); 5. Sean Cox (Hon).

85 OPEN: 1. Kyle Huening (Suz); 2. Travis Sewell (Hon); 3. Bo Shinabarger (Hon); 4. Sean Cox (Hon); 5. James Shoffner (Yam).

125 (12-15): 1. Aaron Yoder (Kaw); 2. James Thompson (Yam); 3. Terry Blake (Suz); 4. Andrew Wall (Suz); 5. Keith Bowen (Hon).

16-24: 1. Ben Graves (Hon); 2. Barry Anglemyer (Yam); 3. Carey West (Yam); 4. Travis Sprong (Yam); 5. John Leedy (Suz).

25+ A: 1. John Baker (Hon); 2. Darren Borcherding (Yam); 3. Joe Behr (Yam); 4. Mike Miller (Yam); 5. Brian Howell (Suz).

25+ B: 1. Marshall Smith (Hon); 2. Chad Satterthwaitte (Yam); 3. Richard Scott (Kaw); 4. Mike Wrigley (Yam); 5. John Wrobleski (Yam).

30+ A: 1. Darren Borcherding (Yam); 2. Mike Miller (Yam); 3. Steve Yoder (Kaw); 4. Ronnie Weatherholt (Kaw); 5. Steve Stover (Hus).

30+ B: 1. Stosh Klevickas (KTM); 2. John Wrobleski (Yam); 3. Bryan Bowen (Yam); 4. Stacey Weston (Yam); 5. Matt Featherstone (Hon).

40+: 1. Steve Yoder (Kaw); 2. Bryan Bowen (Yam); 3. Terry Blake (Suz); 4. David Yeager (Hon); 5. Gary Pontius (Suz).

50+: 1. Tim Graves (Yam); 2. Don Browning (Yam); 3. George Wilenski (Hon).

125 A: 1. Jeff Baker (Suz); 2. Barry Anglemyer (Yam); 3. Scott Metz (Suz); 4. Ben Graves (Hon); 5. Scott Craven (Kaw).

125 B: 1. Aaron Yoder (Kaw); 2. Kelly Anglemyer (Yam); 3. Terry Blake (Suz); 4. Andrew Wall (Suz); 5. James Thompson (Yam).

125 C: 1. Billy Taylor (Yam); 2. Evan Thayer (Kaw); 3. Egan Callahan (Yam); 4. Adam Booth (Yam); 5. Brett Gerber (Hon).

250 A: 1. John Baker (Hon); 2. Jeff Baker (Yam); 3. Barry Anglemyer (Yam); 4. Jimmy Brooks (Suz); 5. Scott Craven (Kaw).

250 B: 1. Chris Molargik (Suz); 2. Kelly Anglemyer (Yam); 3. Travis Sprong (Yam); 4. Stacey Weston (Yam); 5. Marshall Smith (Hon).

250 C: 1. Jason Bear (Hon); 2. Christian Davis (Yam); 3. James Harris (Kaw); 4. Mark Davidson (Hon); 5. Aaron Newell (Suz).

WMN: 1. Chelsey Larimore (Hon); 2. Heather Zylstra (Hon); 3. Jennifer Squire (Suz).

Sunday

AUTO (4-6): 1. Kyle Biggins (Cob); 2. Austin Crouch (KTM); 3. Wayne Saalfrank (KTM).

AUTO (7-8): 1. Devin Burks (Cob); 2. Jake Smith (Cob); 3. Chase Sparacio (Cob); 4. Christian Telker (KTM); 5. Jacob McCraner (Cob).

AUTO (4-8): 1. Jacob Renkenberger (Yam); 2. Adam Haines (Yam); 3. Travis Smith (Yam); 4. Zachary Maley (Yam); 5. Sahah Huss (Yam).

65: 1. Brandon Ross (KTM); 2. Shane Sewell (KTM); 3. Michael Bender (Kaw); 4. Steven Squire (KTM); 5. Kyle Renkenberger (Kaw).

85 (7-11): 1. Travis Sewell (Hon); 2. Shane Sewell (Kaw); 3. Brandon Ross (Suz); 4. Michael Bender (Suz); 5. Brad Bowen (Yam).

85 (12-15): 1. Kyle Huening (Suz); 2. Brandon Hileman (Yam); 3. Robbie Conklin (Suz); 4. Matt Dennis (Kaw); 5. Bobby Howard (Yam).

80 OPEN: 1. Kyle Huening (Suz); 2. Brandon Hileman (Yam); 3. Fred Karrle (Hon); 4. Robbie Conklin (Suz); 5. Bobby Howard (Yam).

125 (12-15): 1. Aaron Yoder (Kaw); 2. Keith Bowen (Hon); 3. James Thompson (Yam); 4. Andrew Wall (Suz); 5. Ricky Howard (Yam).

16-24: 1. Scott Craven (Kaw); 2. Scott Metz (Suz); 3. Barry Anglemyer (Yam); 4. Ben Graves (Hon); 5. Johan Trussel (Hon).

25+ A: 1. John Baker (Hon); 2. Darren Borcherding (Yam); 3. Joe Beher (Yam); 4. Jim Royko (Yam); 5. Todd Flickenger (Kaw).

25+ B: 1. Shaw McLoochlin (Hon); 2. Bryan Young (Yam); 3. Marshall Smith (Hon); 4. Matt Featherstone (Hon); 5. Mike Wrigley (Yam).

30+ A: 1. Larry Witmer (Suz); 2. Darren Borcherding (Yam); 3. Mike Miller (Yam); 4. Nick Lay (Yam); 5. Todd Flickenger (Kaw).

30+ B: 1. Stacey Weston (Yam); 2. Matt Featherstone (Hon); 3. Rodney Nesius (KTM); 4. Bryan Bowen (Yam); 5. Jay Pennington (Hon).

40+: 1. Larry Witmer (Suz); 2. Jeff Heaston (Kaw); 3. Terry Blake (Suz); 4. Dave Hoff (Suz); 5. Bryan Bowman (Yam).

50+: 1. Tim Graves (Yam); 2. Roy Maley (Yam); 3. Bob Miller (Yam).

125 A: 1. Jeff Baker (Yam); 2. Ben Graves (Hon); 3. Scott Metz (Suz); 4. Carey West (Yam); 5. Joe Beher (Yam).

125 B: 1. Kelly Anglemyer (Yam); 2. Aaron Yoder (Kaw); 3. Terry Blake (Suz); 4. John Leedy (Suz); 5. James Thompson (Yam).

125 C: 1. Billy Taylor (Yam); 2. Evan Thayer (Kaw); 3. Adam Booth (Yam); 4. Brett Gerber (Hon); 5. Chris Booth (Yam).

250 A: 1. Jeff Baker (Yam); 2. John Baker (Hon); 3. Scott Craven (Kaw); 4. Barry Anglemyer (Yam); 5. Buddy Brooks (Suz).

250 B: 1. Kelly Anglemyer (Yam); 2. Travis Sprong (Yam); 3. Chris Molargik (Suz); 4. Marshall Smith (Hon); 5. Brandon Harper (Yam).

250 C: 1. Mike Wrigley (Yam); 2. James Harris (Kaw); 3. Christian Davis (Yam); 4. Jeff Weir (Hon); 5. Anthony Barralo (Yam).

WMN: 1. Chelsey Larimore (Hon); 2. Heather Zylstra (Hon); 3. Jennifer Squire (Suz); 4. Jeanna Aliff (Yam); 5. Kirk Schome (Hon).

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Motorcycle Consumer News, August, 1999

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Honda	GL1500A	1995	$3500
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Honda	VFR750	1997	$3600
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Kawasaki	ZG1200	1986	$2500
Kawasaki	ZG1000	1987	$1800
Kawasaki	ZX600E	1995	$2000 *clean title*
Suzuki	DR650SE	1999	$2500
Suzuki	GSF1200	1997	$2700
Suzuki	GSF1200	1998	$2800
Suzuki	GSX750	1993	$2100
Suzuki	GSX750	1994	$2995 *clean title*
Suzuki	GSXR750	1997	$3200
Yamaha	XV535	1994	$1400

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WORLD CHAMPIONSHIP EVENTS

2000 FIM World Championship Road Race Series

3/19	Welkom, South Africa, Rnd 1
4/2	Buenos Aires, Argentina, Rnd 2
4/9	Suzuka, Japan, Rnd 3
4/30	Jerez, Spain, Rnd 4
5/14	Le Mans, France, Rnd 5
5/28	Mugello, Italy, Rnd 6
6/11	Catalunya, Spain, Rnd 7
6/24	Assen, Holland, Rnd 8
7/9	Donington Park, England, Rnd 9
7/23	Sachsenring, Germany, Rnd 10
8/20	Brno, Czech Republic, Rnd 11
9/3	Estoril, Portugal, Rnd 12
9/17	Valencia, Spain, Rnd 13
10/7	Rio de Janeiro, Brazil, Rnd 14
10/15	Twin Ring Motegi, Japan, Rnd 15
10/29	Phillip Island, Australia, Rnd 16

2000 FIM World Championship Superbike Series

3/12	Valencia, Spain, Rnd 1
4/2	Kyalami, South Africa, Rnd 2
4/23	Phillip Island, Australia, Rnd 3
4/30	Sugo, Japan, Rnd 4
5/14	Donington Park, England, Rnd 5
5/21	Monza, Italy, Rnd 6
6/4	Hockenheim, Germany, Rnd 7
6/18	Misano, Italy, Rnd 8
7/9	Laguna Seca, California, Rnd 9
8/6	Brands Hatch, England, Rnd 10
8/27	TBA, Rnd 11
9/3	Assen, Holland, Rnd 12
9/10	Oschersleben, Germany, Rnd 13
10/15	Imola, Italy, Rnd 14

2000 FIM World Championship 125cc Motocross Series

3/26	Bellpuig, Spain, Rnd 1
4/2	Plomion, France, Rnd 2
4/9	Valkenswaard, Netherlands, Rnd 3
4/30	Indaiatuba, Brazil, Rnd 4
5/14	Mladina, Croacia, Rnd 5
5/28	Foxhill, Great Britain, Rnd 6
6/4	Spa-Francorchamps, Belgium, Rnd 7
6/11	Borgo Magglore, San Marino, Rnd 8
6/25	San Severino Marche, Italy, Rnd 9
7/2	Orehova Vas, Slovakia, Rnd 10
7/9	Launsdorf, Austria, Rnd 11
7/30	Grobbendonk, Belgium, Rnd 12
8/6	Berghem, Netherlands, Rnd 13
8/13	Folkendange, Luxemburg, Rnd 14
8/27	Heinola, Finland, Rnd 15
9/3	Gaildorf, Germany, Rnd 16

2000 FIM World C'ship 250cc Motocross Series

3/19	Talavera, Spain, Rnd 1
3/26	Agueda, Portugal, Rnd 2
4/9	Valkenswaard, Netherlands, Rnd 3
4/30	Mantova, Italy, Rnd 4
5/14	Loket, Czech Republic, Rnd 5
5/28	Foxhill, Great Britain, Rnd 6
6/4	Spa-Francorchamps, Belgium, Rnd 7
6/11	Brou, France, Rnd 8
6/25	Teutschenthal, Germany, Rnd 9
7/2	Kester, Belgium, Rnd 10
7/16	Belo Horizonte, Brazil, Rnd 11
7/30	Grobbendonk, Belgium, Rnd 12
8/6	Goynia, Poland, Rnd 13
8/13	Folkendange, Luxemburg, Rnd 14
8/27	Lucenec, Slovakia, Rnd 15
9/3	TBA, Rnd 16

2000 FIM World Championship 500cc Motocross Series

3/19	Broadford, Australia, Rnd 1
4/2	Castiglione del Lago, Italy, Rnd 2
4/9	Valkenswaard, Netherlands, Rnd 3
4/23	Osuna, Spain, Rnd 4
5/14	Schwanenstadt, Austria, Rnd 5
5/28	Foxhill, Great Britain, Rnd 6
6/4	Spa-Francorchamps, Belgium, Rnd 7
6/11	Tibro, Sweden, Rnd 8
6/25	Iffendic, France, Rnd 9
7/9	Culham, Great Britain, Rnd 10
7/16	Forstlich Drehna, Germany, Rnd 11
7/30	Grobbendonk, Belgium, Rnd 12
8/6	Namur, Belgium, Rnd 13
8/13	Folkendange, Luxemburg, Rnd 14
8/27	Halle, Netherlands, Rnd 15
9/3	Glogow, Poland, Rnd 16

2000 FIM Motocross des Nations

9/10	St. Jean d' Angely, France

2000 FIM World C'ship Supercross Series

10/7	TBA
10/28	TBA, France
11/4	Brasilia, Brazil
11/18	TBA, United States
11/25	Leipzig, Germany

2000 FIM World Championship Enduro Series

6/6-7	Sernano, Italy, Rnd 1
6/13-14	Villefranche de Rouergue, France, Rnd 2
6/17-18	Hameenlinna, Finland, Rnd 3
7/15-16	Straz Pod Ralskem, Czech Republic, Rnd 4

2000 FIM World Championship Trials Series

3/18-19	Cordoba, Spain, Rnd 1
3/25-26	Pacos de Ferreira, Portugal, Rnd 2
4/8-9	Mons, Belgium, Rnd 3
4/15-16	Hawkstone Park, Great Britain, Rnd 4
5/20-21	Nepomuk, Czech Republic, Rnd 5
5/27-28	Gefrees, Germany, Rnd 6
6/10-11	Twin Ring Motegi, Japan, Rnd 7
6/24-25	Valdeblore, France, Rnd 8
7/1-2	Pila, Italy, Rnd 9
9/2-3	Sant Julia, Andora, Rnd 10

2000 FIM Trials des Nations

9/9-10	Sera, Spain

2000 FIM World Individual Speedway Championship

4/30	Terenzano, Italy, Rnd 1
5/14	Pfaffenhofen, Germany, Rnd 2
5/14	Krsko, Slovakia, Rnd 3
6/18	Poole, Great Britain, Rnd 4
6/18	Elgane, Norway, Rnd 5
6/22	Gdansk, Poland, Rnd 6
6/22	Olching, Germany, Rnd 7
7/8	Lonigo, Italy, Rnd 8
8/13	Holsted, Denmark, Rnd 9
10/8	Abensberg, Germany, Rnd 10

2000 FIM International Six Day Enduro

10/31-11/5	Granada, Spain

NATIONAL CHAMPIONSHIP EVENTS

2000 AMA National Road Racing Series

3/8-12	Daytona Beach, FL, Rnd 1
4/28-30	Rosamond, CA, Rnd 2
5/5-7	Sonoma, CA, Rnd 3
6/2-4	Braselton, GA, Rnd 4
6/9-11	Elkhart Lake, WI, Rnd 5
6/16-18	Loudon, NH, Rnd 6
7/6-9	Monterey, CA, Rnd 7
7/14-16	Lexington, OH, Rnd 8
7/28-30	Brainerd, MN, Rnd 9
8/11-13	Fountain, CO, Rnd 10

2000 AMA EA Sports Supercross Series

1/8	Anaheim, CA, Rnd 1
1/15	Anaheim, CA, Rnd 2
1/22	San Diego, CA, Rnd 3
1/29	Phoenix, AZ, Rnd 4
2/5	Houston, TX, Rnd 5
2/12	Indianapolis, IN, Rnd 6
2/19	Pontiac, MI, Rnd 7
2/26	Atlanta, GA, Rnd 8
3/11	Daytona, FL, Rnd 9
3/18	St. Louis, MO, Rnd 10
3/25	Minneapolis, MN, Rnd 11
4/1	Pontiac, MI, Rnd 12
4/8	Irving, TX, Rnd 13
4/15	New Orleans, LA, Rnd 14
4/29	Joliet, IL, Rnd 15
5/6	Las Vegas, NV, Rnd 16

2000 AMA National MotocrossSeries

5/14	San Bernardino, CA, Rnd 1
5/21	Sacramento, CA, Rnd 2
5/28	Mount Morris, PA, Rnd 3
6/11	Southwick, MA, Rnd 4
6/18	Budds Creek, MD, Rnd 5
7/2	Buchanan, MI, Rnd 6
7/16	New Berlin, NY, Rnd 7
7/23	Troy, OH, Rnd 8
7/30	Washougal, WA, Rnd 9
8/13	Millville, MN, Rnd 10
8/27	Binghamton, NY, Rnd 11
9/3	Delmont, PA, Rnd 12

2000 Acerbis National Enduro Series

2/13	Coalinga, CA, Rnd 1
2/27	Lake Pleasant, AZ, Rnd 2
3/19	Greensboro, GA, Rnd 3
4/9	Belleplain, NJ, Rnd 4
5/27-28	McArthur, OH, Rnd 5
6/3-4	Idaho City, ID, Rnd 6
6/11	Wellston, OH, Rnd 7
6/25	West Greenwich, RI, Rnd 8
9/17	Wolverine, MI, Rnd 9

2000 National Championship Hare Scrambles Series

2/6	Hollister, CA, Rnd 1
2/20	Wilseyville, CA, Rnd 2
4/16	Hurricane Mills, TN, Rnd 3
5/7	Good Springs, PA, Rnd 4
5/20	Mitchell City, OR, Rnd 5
7/16	Kahoka, MO, Rnd 6
9/10	Jacksonville, OH, Rnd 7
10/1	Lynnville, IN, Rnd 8
10/15	Bloomingdale, MI, Rnd 9

2000 AMA National Championship Hare & Hound Series

2/23	Lucerne Valley, CA
3/26	Lucerne Valley, CA
4/2	Murphy, ID
4/15	Delta, UT
4/30	Lucerne Valley, CA
5/13	Jericho, UT
9/23	Jackpot, NV
10/8	Lucerne Valley, CA
10/22	Lucerne Valley, CA

2000 AMA Grand National Dirt Track Series

3/11	Daytona Beach, FL, Rnd 1
5/20	Harrington, DE, Rnd 2
5/28	Springfield, IL, Rnd 3
6/10	Topeka, KS, Rnd 4
6/17	Mineral Wells, WV, Rnd 5
6/24	Lima, OH, Rnd 6
7/1	TBA, Rnd 7
7/8	Joliet, IL, Rnd 8
7/15	Oklahoma City, OK, Rnd 9
7/29	Rossburg, OH, Rnd 10
8/5	Lake Odessa, MI, Rnd 11
8/9	Rapid City, SD, Rnd 12
8/13	Peoria, IL, Rnd 13
8/19	Hagerstown, MD, Rnd 14
8/26	Sedalia, MO, Rnd 15
9/3	Springfield, IL, Rnd 16
9/16	Sacramento, CA, Rnd 17
9/30	TBA, Rnd 18
10/7	TBA, Rnd 19
10/15	Del Mar, CA, Rnd 20

PACE Arenacross Series

12/3-5	Rockford, IL
1/7-9	Fort Worth, TX
1/14-16	Guthrie, OK
1/21-23	Baltimore, MD
1/28-30	Hampton, VA
2/4-6	Uniondale, NY
2/11-13	Milwaukee, WI
2/18-20	Denver, CO
2/25-27	Sacramento, CA
3/3-5	Salt Lake City, UT
3/10-12	San Jose, CA
3/17-19	Nampa, ID
3/24-26	Tacoma, WA
3/31-4/4	Reno, NV

Info: 817/246-7400 or www.arenacross.com

AMA Texas Dirt Track Thunder Series
11/20 McKinney, TX
12/18 McKinney, TX*
2/5-6 Glen Rose, TX
Info: 940/683-4742

AMA Arenacross Series
11/19-20 Corinth, MS
1/21-22 Verona, MS
1/28-29 Salem, VA
2/5-6 Glen Rose, TX
2/18-19 Prineville, OR
3/4 Hobbs, NM
3/10-11 Cape Girardeau, MO

AMA/District 37 Dual Sport Ride Series
11/26-27 L.A.-Barstow to Vegas
2/26 Cantil, CA
1/15-16 Ridgecrest, CA
1/22-23 Low Desert, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA/Suzuki Dual Sport Trail Ride Series
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Pirelli, Moose, Parts Unlimited Mid South
Winter Hare Scrambles Series
12/5 Fordsville, KY
12/12 Jonesboro, IL
1/9 Maplesville, AL
1/23 Mount Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

SERA Hare Scrambles Series
11/21 Meridian, MS
1/2 Saucier, MS
1/9 Maplesville, AL
1/23 Wiggins, MS
2/6 Andalusia, AL
Info: 601/763-7427

AHRMA National Grand Prix Series
12/19 Brentwood, CA
Info: 715/842-9699

EVO Sports Vintage Motocross Series
12/5 Lake Jackson, TX
12/19 Houston, TX
Info: 281/265-1412

Mid-South Winter Hare Scrambles Series
12/5 Fordsville, KY
12/12 Jonesboro, IL
1/9 Maplesville, AL
1/23 Mount Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

SETRA Championship Hare Scrambles Series
11/28 Wedgefield, SC, Rnd 6
12/5 Washington, GA, Rnd 7
12/12 Hemingway, SC, Rnd 8
12/19 Union Point, GA, Rnd 9
1/8 Maplesville, AL, Rnd 10
2/5 Edgefield, SC, Rnd 11
2/12 Abbeville, SC, Rnd 12
2/19 Macon, GA, Rnd 13
2/26 Perry, GA, Rnd 14
3/12 Macon, GA, Rnd 15
3/26 Cross Anchor, SC, Rnd 16
4/2 Morganton, NC, Rnd 17
4/16 Hurricane Mills, TN, Rnd 18
4/30 Foreston, SC, Rnd 19
Info: 888/775-9377
or 770/707-0615

SETRA Championship Enduro Series
1/15 Charleston, SC, Rnd 7
1/22 TBD, Rnd 8
1/29 Wedgefield, SC, Rnd 9
3/5 Pelion, SC, Rnd 10
3/9 Daytona Beach, FL, Rnd 11
3/19 Greensboro, GA, Rnd 12
4/9 Union Point, GA, Rnd 13
5/7 Olustee, FL, Rnd 14
5/28 Clanton, AL, Rnd 15
Info: 877/738-7211

Best In The Desert Racing Association Silver State Series
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775
or http://www.bitd.com

STRA Championship Series
12/4-5 Millerville, AL
Info: www.avana.net/~
api/stra/index.html

KORR Fall Motocross Series
12/12 Sterling, KS
Info: 316/942-6527

O'Neal CMA Championship Series
11/28 Livermore, CA, Rnd 5
Info: 559/673-8080 or 415/587-8678

O'Neal CMA Coastal Championship Series
12/5 King City, CA
12/12 Hollister, CA
Info: 831/385-0596
Mxrott@inreach.com

La Playa Motocross Grand Prix Series
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or
http://www.toomuchfun.com.mx

WERA National Endurance Road Race Series
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

CMRRA 50cc/125cc Championship Road Race Series
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

WSMC Motorcycle Roadracing Series
1/15-16 Rosamond, CA, Rnd 1
2/19-20 Rosamond, CA, Rnd 2
3/18-19 Rosamond, CA, Rnd 3
4/15-16 Rosamond, CA, Rnd 4
5/20-21 Rosamond, CA, Rnd 5
6/17-18 Rosamond, CA, Rnd 6
7/15-16 Rosamond, CA, Rnd 7
8/19-20 Rosamond, CA, Rnd 8
9/16-17 Rosamond, CA, Rnd 9
10/14-15 Rosamond, CA, Rnd 10
11/18-19 Rosamond, CA, Rnd 11
12/16-17 Rosamond, CA, Rnd 12
Info: 661/256-1234

STTARS Super TT American Racing Series
Triple Crown National Championship
12/11 Bakersfield, CA
Southwest
12/11 Bakersfield, CA
12/12 Buttonwillow, CA
Fall Stadium Series
12/11 Bakersfield, CA
Info: 949/768-4626 or www.supertt.com

CCS/Florida State Motorcycle Roadracing Championship
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297
or www.ccsracing.com

Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

AMX Grand Canyon State Championship Series
11/28 Wittman, AZ
Info: 623/815-1790
or www.gohuge.com

AMP/GFI Gold Cup Octoberfest Series
11/28 Hollister, CA, Rnd 5
Info: 209/656-9682

Norcal Winter Motocross Series
12/19 Sacramento, CA, Rnd 2
1/16 Sacramento, CA, Rnd 3
2/20 Sacramento, CA, Rnd 4
3/19 Sacramento, CA, Rnd 5
Info: 916/682-6123
or www.jps.net/kbracing

AHDRA 2000 National Event
3/7-8 Bithlo, FL
3/25-26 Phoenix, AZ
5/21-23 Reynolds, GA
6/3-4 Norwalk, OH
6/17-18 Maple Grove, PA
6/24-25 Denver, CO
7/8-9 Seattle, WA
7/22-23 Budds Creek, MD
8/12-13 Bristol, TN
8/20 Englishtown, NJ
9/2-3 Woodburn, OR
9/16-17 Numidia, PA
10/7-8 Rockingham, NC
10/TBA Las Vegas, NV

DECEMBER						
S	M	T	W	T	F	S
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26	27	28	29	30	31	

JANUARY						
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23	24	25	26	27	28	29
30	31					

*Denotes Pro Payback

Dec 3-4

* SOUTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 2, International Championship Events/ICE, North Charleston Coliseum, North Charleston. Info: 843/234-2777 or www.icespeedway.com.

Dec 3-5

COLORADO ARENACROSS - International Promotions Inc., National Western Complex, Denver. Info: 480/899-2222.

* ILLINOIS ARENACROSS - PACE National Arenacross Series, Metrocentre, Rockford. Info: 817/246-7400 or www.arenacross.com.

* MINNESOTA ARENACROSS - International Promotions Inc., Midwest Wireless Civic Center, Mankato. Info: 480/899-2222 or danielipi@aol.

WASHINGTON MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, Washington State Football Stadium & Exhibit Center, Seattle. Info: 907/696-8001.

Dec 4-5

* CALIFORNIA MOTOCROSS - SSC Motocross/Thousand Oaks Winter Warm-Up Series, Motocross Olympics, Hungry Valley SVRA, Gorman. Info: 661/294-0020 or www.sscmx.com.

* TEXAS MOTOCROSS - GNC Motocross Texas Regional, Mosier Valley USA, Dallas/Ft. Worth. Info: 214/351-9900 or www.gncmx.com.

Dec 4-11

CALIFORNIA MOTOCROSS - REM, Racing Ent. Motorsports, Glen Helen Raceway, San Bernardino.

Sat, Dec 4

* ARIZONA MOTOCROSS - Cop Promotions, Canyon Offroad Park, Peoria. Info: 623/434-4363 or www.copracing.com.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 5, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen REM, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania Motocross Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

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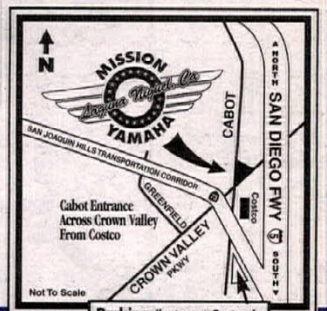

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Sun.	Jan. 2	GFI Winter Series Round 1	Glen Helen
Sun.	Jan. 9	GFI Winter Series Round 2	Perris
Sun.	Jan. 23	GFI Winter Series Round 3	Barona Oaks

*Factory Contingency

GFI RACING Northern Region
For More Info Call (209) 656-9682 or look us up at www.ampracing.com
Factory Contingency

Sun	Nov. 28	GFI Gold Cup Series Rd 5 Hollister Hills GP Track	Hollister, CA
Sun	Dec. 5	Marysville E Street Race Track	Marysville, CA

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ZLT Racing Practice and Race Schedule for Perris Raceway
Tues. Nov. 23 10-4:00 Open 4-9 Mini's only
Wed. Nov. 24 2:00-9:00 Big Bikes Only
Fri. Nov. 26 9:00-2:00
Sat. Nov. 27 8:00-2:00
New Pee Wee Track available.
All minors must be accompanied by a parent or notarized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

CMC Racing 949/367-1141
Golden State Nationals
Dec 19 GSN #1 No Hollister Hills, Hollister
Jan 9 GSN#2 No Riverfront Park, Marysville
Jan 16 GSN#1 So Glen Helen, San Berdo
*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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Thurs Nov 25 CLOSED FOR THANKSGIVING
Sat Nov 27 MX Practice 8am till 1pm
Sun Nov 28 MX Practice 8am till 4pm
Thurs Dec 2 MX Practice 8am till dusk
4th Annual Chaparral US AMA Pro/Am MX Championships Dec 17-19

Sunrise Motocross Park
Keep checking Cycle News for our upcoming Winter Series Race schedule.
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24 hour track info: 760.246.5140
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CYCLE NEWS

CRC 1999 California Race Schedule
100% PRO PAYBACK
Friday Nov. 26 Stunts Unlimited "A Day in the Dirt" LACR
Saturday Nov. 27 Stunts Unlimited "A Day in the Dirt" LACR
Sunday Nov. 28 Stunts Unlimited "A Day in the Dirt" LACR
Sunday Dec. 5 Trophy Series Edward's AFB
Sat. Practice Oct. 2 to Dec. 11 • 9am to 2pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

Competition Park Motocross
San Jacinto, CA
Open Practice:
8AM - 6PM
Friday, Saturday, Sunday
(909) 654-2126 or (760) 633-1197

Riverside Old Timers
Over 40 MX Club
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Sat., Dec. 4 Glen Helen REM San Bernardino, CA
Gates Open at 7:30am
Sun., Dec. 12 Carlsbad - Toys for Tots - X-Mas GP
Gates Open at 6:00am Final Points Race
Info: (714) 996-8327 • (909) 674-0603

GNC Texas Regional
December 4 & 5, 1999
Mosier Valley USA
Dallas/Ft. Worth, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* KENTUCKY INDOOR MOTOCROSS - Greenville AG Center, Greenville. Info: 270/886-8564 or espsport@midwest.net.

* WASHINGTON FLAT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Sun, Dec 5

* ARIZONA MOTOCROSS - Cop Promotions, Canyon Offroad Park, Peoria. Info: 623/434-4363 or www.copracing.com.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Marysville. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Marysville E Street Track, Marysville. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Coastal Series, 101 Bowl Motocross Park, King City. Info: 831/385-0569 or mxrott@inreach.com.

* CALIFORNIA MOTOCROSS - Dave Coupe Presents GFI, Marysville, E St. Sand Track, Marysville. Info: 530/673-5956 or dcoupe@jps.net.

CALIFORNIA MOTOCROSS - ZLT Racing, Holiday Motocross Series, Rnd 4, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Slash X Café, Barstow. Info: 909/338-0311 or www.district37ama.org.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Motocross World, Bithlo. Info: 352/732-6697.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Fordsville. Info: 615/859-0873 or www.msws.org.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa Motocross GP Series, Final Round, Rosarito, BC, Mexico. Info: 011-52-661-2-2525 or www.toomuchfun.com.mx.

* MISSOURI MOTOCROSS - Fall Track Series, Grain Valley Motocross Park, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

TENNESSEE MOTOCROSS - Ft. Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Lake Jackson GP, Lake Jackson. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Dec 10-12

CALIFORNIA MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, San Mateo County Expo Center, San Mateo. Info: 907/696-8001.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

* MICHIGAN ARENACROSS - International Promotions Inc., Deltaplex, Grand Rapids. Info: 480/899-2222 or danielipi@aol.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Dec 11-12

FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 11

* CALIFORNIA SUPER TT - STTARS Super TTriplecrown & Fall Stadium Series, Final Round, South West Region, Rnd 11, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - RS Racing, Motocross Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania Motocross Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* NORTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 3, International Championship Events/ICE, Independence Arena, Charlotte. Info: 843/234-2777 or www.icespeedway.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Sun, Dec 12

CALIFORNIA SUPER TT - STTARS Super TT, Southwest Region, Rnd 12, Buttonwillow Race Circuit, Buttonwillow. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Toys for Tots X-Mas GP, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Coastal California, Motowest, Hollister Hills Motocross Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, LACR. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - ZLT Racing, Finale Holiday Motocross Series, Rnd 5, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Dirt Diggers, Red Mountain. Info: 661/836-3935 or www.dirtdiggersmc.com.

CALIFORNIA GRAND PRIX - CMXR Christmas GP, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTORCYCLE SWAP MEET - Ventura All Brand MC Swap Meet, Ventura County Fairgrounds, Agricultural Building. Info: 805/650-6777.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Gatorback Raceway, Gainesville. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line Motocross Park, Fountain. Info: 850/769-9505 or 722-7616.

* ILLINOIS HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Jonesboro. Info: 615/859-0873 or www.msws.org.

NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

* WASHINGTON INDOOR SCRAMBLES - Kell Enterprises/Mickey Fay, Oakwood Arena, Spanaway. Info: 360/446-7992 or 253/875-2400 or cak53@msn.com.

Mon, Dec 13

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Battery Park, Hemingway. Info: 843/558-3031.

Dec 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

Sat, Dec 18

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 6, Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CANADA ARENACROSS - Too Trick Racing, Canadian Arenacross Championships, Abbotsford, B.C. Info: 604/852-0484.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* GEORGIA SUPERCROSS - Outback Mitchell Run Supercross Track, Outback Range & Recreation Center, Hazlehurst. Info: 912/375-0765.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* TEXAS INDOOR SHORT TRACK - Pro-Am Indoor Short Track, AMA, Checkered Flag Productions, Collin County Youth Park, McKinney. Info: 940/683-4742 or cfpracing.com.

* UTAH MOTOCROSS - St. George Motocross Club, ZMA, USRA, St. George Raceway, St. George. Info: 435/673-1956 or www.procyclesports.com.

Sun, Dec 19

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Nor-Cal Winter Motocross Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, LACR. Info: 661/272-8889.

CALIFORNIA VINTAGE GRAN PRIX - The Tommyville GP, AHRMA, AMA, Sandhill Ranch, Brentwood. Info: 925/634-3328.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Hard Rock Cycle Park, Ocala. Info: 352/732-6697.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Rio-Bravo Motocross, Houston. Info: 281/265-1412.

* TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Sun, Dec 26

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There Dust, Jawbone Canyon, Mojave. Info: 760/377-1179 or www.district37ama.org.

* GEORGIA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 4, International C'ship Events/ICE, Augusta, Richmond County Civic Center, Augusta. Info: 843/234-2777 or www.icespedway.com.

Fri, Jan 2

ALABAMA HARE SCRAMBLES - Rocket City Raceway Inc., Huntsville. Info: 206/772-3075.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

Jan 7-8

IOWA FLAT TRACK - 5 Seasons Center, night race, Cedar Rapids. Info: 940/683-4742.

Jan 7-9

* OKLAHOMA ARENACROSS - AMA, Pro-Am MoBros Productions, Myriad Convention Center Downtown, Oklahoma City. Info: 918/831-2032 or www.freeyellow.com/members8/arenacross.

* TEXAS ARENACROSS - Pace National Arenacross Series, Will Rogers Coliseum, Fort Worth. Info: 817/246-7400 or www.arenacross.com.

Jan 7

* NORTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Greensboro Coliseum, Greensboro. Info: 843/234-2777 or www.icespeedway.com.

Jan 8-9

CALIFORNIA DUAL SPORT TOUR - Mojave Adventure Dual Sport Motorcycle Tour, KTM of Mojave, Mojave. Info: 661/824-4911

FLORIDA HARE SCRAMBLES - AMA, FTR Palm Beach Track and Trail Riders, River Ranch. Info: 561/832-8161 or 561/969-3247 or http://home.earthlink.net.

Thur, Jan 8

* SOUTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Florence Civic Center, Florence. Info: 843/234-2777 or www.icespeedway.com.

* WASHINGTON SHORT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Fri, Jan 9

* ALABAMA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Maplesville. Info: 615/859-0873 or www.msws.org.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Jan 13-14

* LOUISIANA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Lake Charles Civic Center, Lake Charles. Info: 843/234-2777 or www.icespeedway.com.

Jan 14-15

* NEVADA INDOOR MOTORCROSS - RV Rentals, Carlin Race Park, Spring Creek Horse Palace, Elko. Info: 775/753-7362.

Jan 14-16

MISSOURI MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, America's Center, St. Louis. Info: 800/331-5706 or www.motorcycleshows.com.

* OKLAHOMA ARENACROSS - Pace National Arenacross Series, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

TEXAS FLAT TRACK - MPEC Arena, Wichita Falls. Info: 940/683-4742.

Jan 15-16

* TEXAS ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E. Bell County Expo Center, Belton. Info: 843/234-2777 or www.icespeedway.com.

Thur, Jan 15

NEW YORK AWARDS BANQUET - AMA Western New York Offroad Association Awards Banquet, Holiday Inn, Waterloo. Info: 315/539-5011.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Fri, Jan 16

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Norcal Winter Motocross Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA ENDURO - AMA, District 37, United Enduro Association, 2nd event of A-2 Enduro Series, The Y2K Enduro Series, Lucerne Valley. Info: 949/859-1772.

* NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* WASHINGTON INDOOR SCRAMBLES - Kell Enterprises/Mickey Fay, Oakwood Arena, Spanaway. Info: 360/446-7992 or 253/875-2400 or cak53@msn.com.

Jan 20

* MISSISSIPPI ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Tupelo Coliseum, Tupelo. Info: 843/234-2777 or www.icespeedway.com.

Jan 21-23

* MARYLAND ARENACROSS - Pace National Arenacross Series, Baltimore Arena, Baltimore. Info: 817/246-7400 or www.arenacross.com.

PENNSYLVANIA MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, Philadelphia Convention Center, Philadelphia. Info: 800/331-5706 or www.motorcycleshows.com.

Wed, Jan 21

* ARKANSAS ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Alltel Arena, Little Rock. Info: 843/234-2777 or www.icespeedway.com.

* OHIO INDOOR MOTOCROSS - AMA, Marion County Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Thur, Jan 22

* WASHINGTON SHORT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Fri, Jan 23

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA HARE & HOUND - AMA National Hare & Hound, Desert M.C., Johnson Valley OHVA, Lucerne Valley. Info: 909/865-3935 or dezmcrace@aol.com.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Mount Pleasant. Info: 615/859-0873 or www.msws.org.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Jan 28-30

OHIO MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, IX Center, Cleveland. Info: 800/331-5706 or www.motorcycleshows.com.

VIRGINIA ARENACROSS - Pace National Arenacross Series, Hampton. Info: 817/246-7400 or www.arenacross.com.

Jan 29

SOUTH DAKOTA FLAT TRACK - Souix Falls Arena, Souix Falls. Info: 940/683-4742.

Fri, Jan 30

ILLINOIS MOTORCYCLE SHOW - J&P Promotions 14th annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011 or promotions@j-pcycles.com.

* NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Par, Modena. Info: 914/566-4956.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

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December 3-5, 1999
Stadium Exhibition Center, Seattle, WA

November 26-28, 1999
Long Beach Convention Center, Long Beach, CA

December 10-12, 1999
San Mateo County Expo Center, San Francisco, CA

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EOE

Motorcycle Mechanics Institute

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Club Moto Practice: *Tues/Thurs 4pm-10 pm • Sat/Sun 9am-5pm*

Upcoming Race Events

Nov. 28	CMA MX	Club Moto	Livermore, CA
Dec. 12	CMA MX	Hollister Hills	Hollister, CA
Dec. 18	Open MX Practice		Hollister
Dec. 19	MX	Hollister Hills	Hollister, CA

Call: (415) 587-8678 or (925) 443-6686

CMA 559/673-8080

WEDNESDAY NIGHT PRACTICE continues @ LITTLE OKIE, MADERA 5PM - 9PM

O'NEAL CHAMPIONSHIP SERIES

	Central	Northern	Coastal
Nov. 28	Hanford	Club Moto	
Dec. 5	Madera		King City
Dec. 12	Hanford		Hollister

Saturday Practice before each event

1999 Championship Point Standings

ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Alex Criville (Hon), Spain (267/7 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (220/4 wins)
3. Tadayuki Okada (Hon), Japan (211/2 wins)
4. Max Biaggi (Yam), Italy (194/1 win)
5. Sete Gibernau (Hon), Spain (165)
6. Norick Abe (Yam), Japan (136/1 win)
7. Carlos Checa (Yam), Spain (125)
8. John Kocinski (Hon), Modesto, CA (115)
9. Alex Barros (Hon), Brazil (110)
10. Regis Laconi (Yam), France (104/1 win)

FIM 250cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Valentino Rossi (Apr), Italy (309/9 wins)
2. Tohru Ukawa (Hon), Japan (261/2 wins)
3. Loris Capirossi (Hon), Italy (209/3 wins)
4. Shinya Nakano (Yam), Japan (207/1 win)
5. Stefano Perugini (Hon), Italy (151)
6. Ralf Waldmann (Apr), Germany (131)
7. Olivier Jacque (Yam), France (122/1 win)
8. Franco Baitani (Apr), Italy (121)
9. Sebastien Porto (Yam), Italy (98)
10. Jeremy McWilliams (Apr), England (83)

FIM 125cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Emilio Alzamora (Hon), Spain (227/1 win)
2. Marco Melandri (Hon), Italy (226/1 win)
3. Masao Azuma (Hon), Japan (190/4 wins)
4. Roberto Locatelli (Apr), Italy (173/2 wins)
5. Noboru Ueda (Hon), Japan (171)
6. Gianluigi Scalvini (Apr), Italy (163/1 win)
7. Arnaud Vincent (Apr), France (155/1 win)
8. Simone Sanna (Hon), Italy (123)
9. Lucio Cecchinello (Hon), Italy (108)
10. Gino Borsoi (Apr), Italy (106)

FIM World Superbike Championship Series
(After 13 of 13 rounds):

1. Carl Fogarty (Duc), England (489/11 wins)
2. Colin Edwards II (Hon), Conroe, TX (361/5 wins)
3. Troy Corser (Duc), Australia (361/3 wins)
4. Aaron Slight (Hon), New Zealand (323)
5. Akira Yanagawa (Kaw), Japan (308/1 win)
6. Pier-Francesco Chili (Suz), Italy (251/2 wins)
7. Noriyuki Haga (Yam), Japan (196/1 win)
8. Gregorio Lavilla (Yam), Spain (156)
9. Katsuaki Fujiwara (Suz), Japan (119)
10. Vittoriano Guareschi (Yam), Italy (99)

AMA MBNA Superbike Series
(After 13 of 13 rounds):

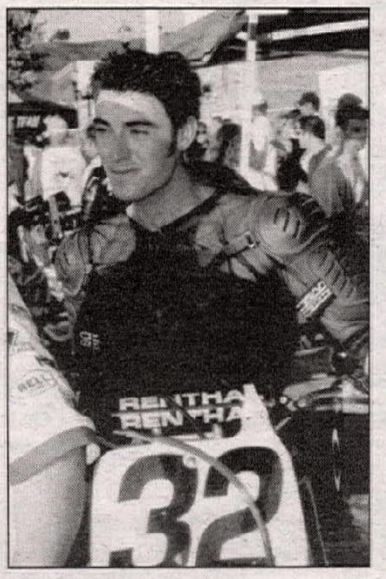
1. Mat Mladin (Suz), Australia (361/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (351/1 win)
3. Anthony Gobert (Duc), Australia (315/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (307/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (283/1 win)
6. Jason Pridmore (Suz), Ventura, CA (243)
7. Eric Bostrom (Hon), Granada Hills, CA (237)
8. Aaron Yates (Kaw), Milledgeville, GA (234)
9. Jamie Hacking (Yam), Boiling Springs, SC (230)
10. Steve Crevier (Suz), Canada (220)

AMA Pro Honda Oils 600cc Supersport Series
(After 13 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (372/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (364/3 wins)
3. Kurtis Roberts (Hon), Frederick, MD (300/1 win)
4. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
5. Aaron Yates (Kaw), Milledgeville, GA (267/1 win)
6. Josh Hayes (Suz), Gulfport, MS (267)
7. Steve Crevier (Suz), Canada (262)
8. Steve Rapp (Suz), Lafayette, CA (236)
9. Eric Bostrom (Yam), Granada Hills, CA (226)
10. Jason Pridmore (Suz), Ventura, CA (221)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 11 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (344/6 wins)
2. Jake Zemke (Suz), Paso Robles, CA (288)
3. Jimmy Moore (Suz), Eugene, OR (274)
4. Grant Lopez (Suz), Chickasaw, AL (252/2 wins)
5. Mario DuHamel (Suz), Canada (247)
6. James Randolph (Suz), Santa Rosa, CA (234)
7. Jamie Bowman (Suz), Tequesta, FL (228)
8. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
9. Brian Parriott (Hon), Calistoga, CA (186)
10. Richard Alexander Jr. (Suz), Carmel, NY (183)



ERIC BOSTROM

AMA Mazda Trucks 250cc Grand Prix Series
(After 11 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (337/6 wins)
2. Derek King (Hon), Charleston, SC (262/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (242)
4. Quenni King (Yam), Miami, FL (235)
5. Jeff Vos (Yam), Holland, MI (202)
6. Edward Sorbo (Yam), Redlands, CA (200)
7. Greg Esser (Yam), Pompano Beach, FL (197)
8. John France (Hon), West Melbourne, FL (194)
9. Rolando Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (153)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 12 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (298/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (280/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (253)
4. Mark Miller (Yam), Long Beach, CA (241)
5. Grant Lopez (Suz), Mobile, AL (231)
6. Rad Greaves (Suz), Ann Arbor, MI (165)
7. Steve Grigg (Kaw), Asheville, NC (162)
8. Clint Brotz (Yam), Sheboygan, WI (148)
9. Takahito Mori (Yam), Lewisville, TX (140)
10. Paul Harrell (Yam), Canyon Country, CA (133)

AMA Progressive Insurance Pro Thunder Series
(After 11 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (319)
2. Shawn Higbee (Bue), Waterford, WI (286/3 wins)
3. Tom Hull (Duc), Mesa, AZ (244)
4. Bill St. John (Duc), Cullman, AL (237)
5. Cory Call (Duc), Sacramento, CA (231/1 win)
   Jeffrey Nash (Duc), Mansfield, TX (231)
7. Billy Graef (Bue), Sheboygan, WI (208)
8. James Lickwar (Tri), San Francisco, CA (185)
9. Richie Morris (Bue), Daytona Beach, FL (160)
10. Michael Gage (Tri), Baldwin Place, NY (153)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 12 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (477/3 wins)
2. Kevin Windham (Hon), Ethel, LA (448/4 wins)
3. Mike LaRocco (Hon), South Bend, IN (406/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (347/1 win)
5. Jimmy Button (Yam), Lake Elsinore, CA (328/1 win)
6. Doug Henry (Yam), Oxford, CT (314/1 win)
7. John Dowd (Yam), Chicopee, MA (298)
8. Larry Ward (Suz), Florence, SC (296)
9. Robbie Reynard (Suz), Norman, OK (274)
10. Tim Ferry (Yam), Largo, FL (264)

AMA Mazda Trucks 125cc National Motocross Series
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (549/9 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (396/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (390/1 win)
4. Nick Wey (Kaw), Dewitt, MI (328/1 win)
5. Nathan Ramsey (Kaw), Corona, CA (280)
6. Stephane Roncada (Yam), Menifee, CA (270)
7. Michael Brandes (Suz), Quail Valley, CA (249)
8. Ernesto Fonseca (Yam), Costa Rica (246)
9. Casey Johnson (Yam), Murrieta, CA (231)
10. Casey Lytle (Yam), Santa Clarita, CA (211)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

STEVE LAMSON

FIM 125cc World Championship Series
(After 12 of 13 rounds):

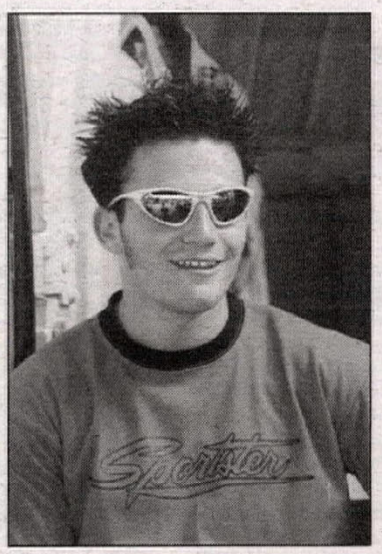
1. Alessio Chiodi (Hus), Italy (375/7 wins)
2. Claudio Federici (Yam), Italy (342/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (234)
4. James Dobb (Suz), Great Britain (187)
5. Thomas Traversini (Hus), Italy (184)
6. Steve Ramon (Kaw), Belgium (166)
7. Patrick Caps (Hon), Belgium (155)
8. Jeff Dement (Hon), Spring, TX (127)
9. Grant Langston (KTM), Russia (113/1 win)
10. Luigi Seguy (Hon), France (98)

FIM 250cc World Championship Series
(After 16 of 16 rounds):

1. Frederic Bolley (Hon), France (442/4 wins)
2. Pit Beirer (Kaw), Germany (424/2 wins)
3. David Vullemin (Yam), France (379/1 win)
4. Ryan Hughes (Hon), Temecula, CA (375)
5. Marnicq Bervoets (Kaw), Germany (278/3 wins)
6. Mickael Maschio (Yam), France (265)
7. Joshua Coppins (Suz), New Zealand (257)
8. Leon Geisbers (Suz), Holland (188)
9. Remy Van Rees (Kaw), Netherlands (164)
10. Alessandro Belometti (Yam), Italy (124)

FIM 500cc World Championship Series
(After 11 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (316/2 wins)
2. Peter Johansson (KTM), Sweden (257/2 wins)
3. Yves Demaria (Hus), France (219/1 win)
4. Joel Smets (Hbg), Belgium (215/3 wins)
5. Alessandro Puzar (Yam), Italy (173)
6. Francisco Garcia Vico (Yam), Spain (166)
7. Shayne King (KTM), New Zealand (164)
8. Miska Altonen (Yam), Finland (153)
9. Chris Burnham (Hon), England (121)
10. Trampas Parker (KTM), USA (118)



SHANN RUSSELL

DIRT TRACK

AMA Grand National Dirt Track Series
(After 19 of 19 rounds):

1. Chris Carr (H-D), Fleetwood, PA (329/5 wins)
2. Rich King (H-D), Dysart, IA (264/4 wins)
3. Will Davis (H-D), Goldsboro, NC (223/3 wins)
4. Scott Parker (H-D), Swartz Creek, MI (218/2 wins)
5. Joe Kopp (H-D), Mica, WA (184/1 win)
6. Bryan Bigelow (H-D), Au Gres, MI (179)
7. Jay Springsteen (H-D), Lapeer, MI (171/1 win)
8. George Roeder II (H-D), Monroeville, OH (166)
9. Nicky Hayden (H-D), Owensboro, KY (149/1 win)
10. Steve Morehead (H-D), Findlay, OH (125)

AMA SuperTrapp SuperTracker Series
(After 10 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (162/5 wins)
2. Steve Morehead (Suz), Findlay, OH (152/2 wins)
3. J.R. Schnabel (Suz), West Bend, WI (138/2 wins)
4. Mike Hacker (H-D), Prince George, VA (75)
5. Robert Miller (Suz), New Holland, PA (74)
6. Brett Landes (Duc), Los Gatos, CA (73)
7. Roy Miller (H-D), New Holland, PA (70)
8. Gary Rogers (H-D), San Jose, CA (67)
9. Robert Buffington (Suz), Prairie Du Chien, WI (66)
10. Brian Kromroy (Bue), Madison, WI (65)

AMA Harley-Davidson Sportster Performance Series
(After 15 of 15 rounds):

1. Willie McCoy, Richardson, TX (217/4 wins)
2. Shaun Russell, San Jose, CA (214/3 wins)
3. Billy Martin, Stockton, CA (162/1 win)
4. Gary Rogers, San Jose, CA (147/2 wins)
5. Robert Miller, New Holland, PA (118)
6. Paul Bergstrom, San Mateo, CA (98)
7. James Hart, Sandoval, IL (91)
8. Jess Roeder, Monroeville, OH (90/2 wins)
9. Yuhiko Hirao, Japan (75)
10. Michelle DiSalvo, Waterford, CA (74

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 9 of 9 rounds):

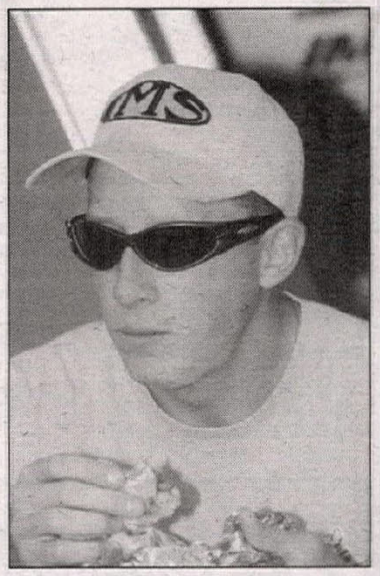
1. Doug Blackwell (Yam), Parkersburg, WV (198/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (167/2 wins)
3. Patrick Garrahan, (KTM), Boulder Creek, CA (97)
4. Shane Watts (KTM), Australia (85/2 wins)
5. Scott D. McLaughlin (Yam), Sedro Woolley, WA (80)
6. Erik Kohler (Yam), Sacramento, CA (68)
7. Michael Lafferty (KTM), Millville, NJ (57/1 win)
8. Fred Andrews (Kaw), Salem, OH (55/1 win)
9. Eric Ducray (Yam), Sacramento, CA (53)
10. Craig Wesner (Kaw), Windsor, CA (50)

AMA Acerbis National Enduro Series
(After 15 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (317/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (307/4 wins)
3. Randy Hawkins (Yam), Travelers Rest, SC (208)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. David Lykke (Yam), Bellingham, WA (121)
7. Fred Andrews (Kaw), Salem, OH (106/1 win)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)

AMA Grand National Cross Country Series
(After 13 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (175/4 wins)
2. Fred Andrews (Kaw), Salem, OH (165/2 wins)
3. Steve Hatch (Suz), Phoenix, AZ (160)
4. Shane Watts (KTM), Australia (139/6 wins)
   Barry Hawk Jr. (Yam), Uniontown, PA (139)
6. Michael Lafferty (KTM), Millville, NJ (138)
7. Paul Edmondson (Suz), England (137)
8. Doug Blackwell (Yam), Parkersburg, WV (122)
9. Robbie Jenks (Yam) (114)
10. Joel Dengler (Suz), NJ (109)



SHANE ESPOSITO

AMA National Championship Hare & Hound Series
(After 7 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (182/3 wins)
2. Destry Abbott (Kaw), Peoria, AZ (136/3 wins)
3. Ty Davis (Yam), Hesperia, CA (112/1 win)
4. Russell Pearson (Yam), Las Vegas, NV (79)
5. Shane Esposito (Kaw), Reno, NV (74)
6. Dan Richardson (Kaw), Fountain Valley, CA (72)
7. Oakley Lehman (Kaw), Sunland, CA (64)
8. Taber Murphy (Hon), Chelan, WA (58)
9. Steve Hengeveld (Kaw), Oak Hills, CA (56)
10. Abe Baumann (Kaw), Garden Grove, CA (54)

AMA National Championship Observed Trials Series
(After 9 of 11 rounds):

1. Tommi Ahavla (G-G), Kansas City, MO (210/7 wins)
   Geoff Aaron (Bet), Alpine, CA (210)
3. Raymond Peters (G-G), Beaver Dams, NY (202/2 wins)
4. Ryon Bell (Mon), Canada (188)
5. Travis Fox (G-G), Montoursville, PA (123)
6. Dennis Sweeten (Mon), Oregon City, OR (110)
7. Dan Johnson (Bul), Canada (105)
8. Chris Bardell (G-G), Millertown, PA (93)
9. Lonney Hallsted (G-G), Vancouver, WA (29)

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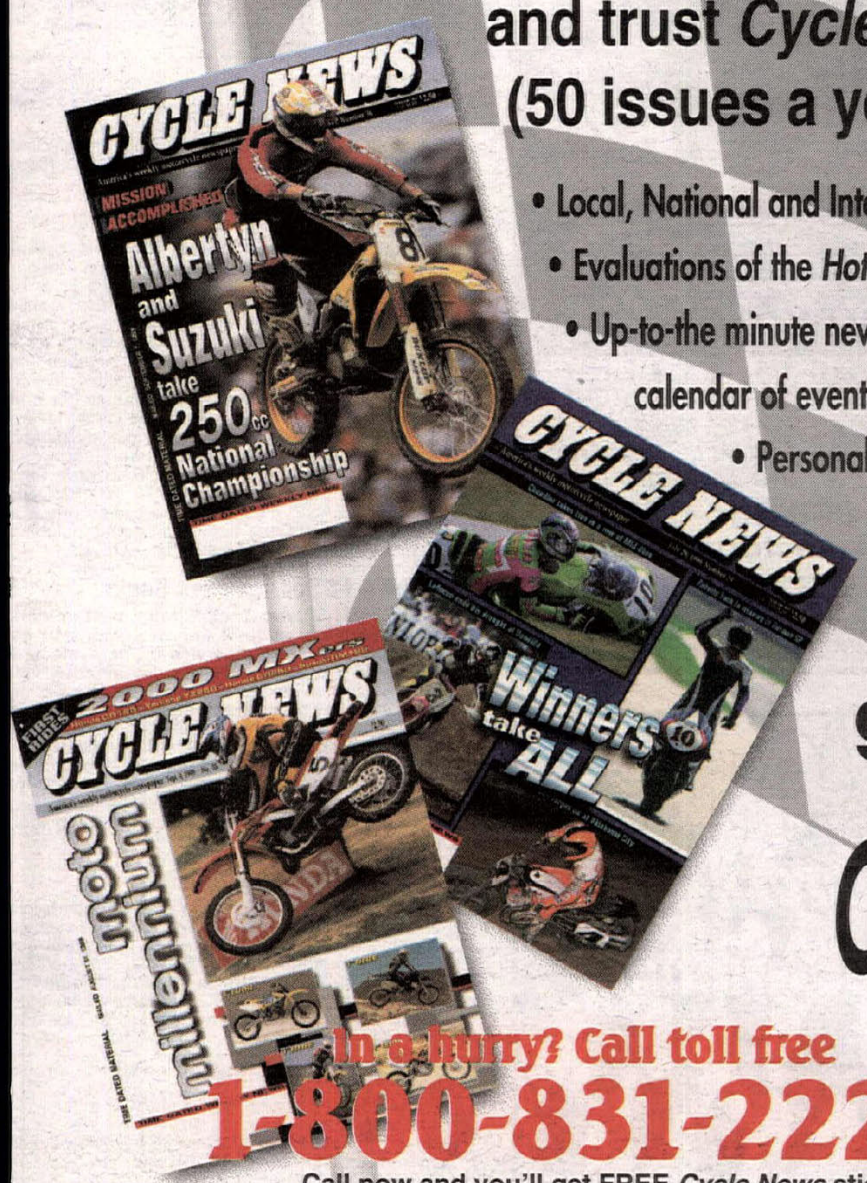

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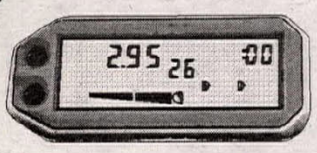

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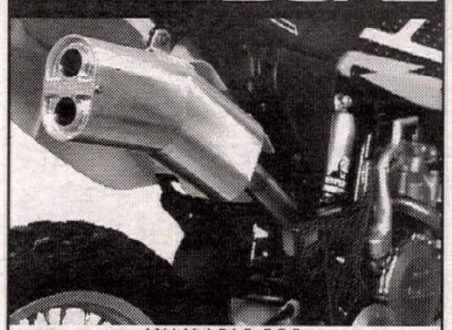

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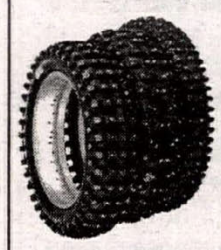

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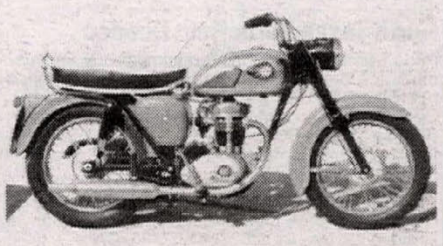

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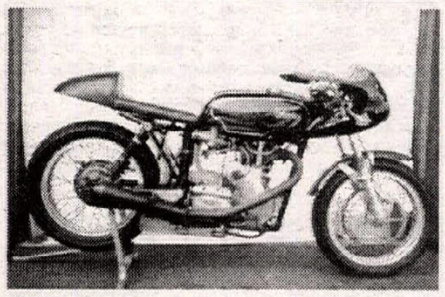

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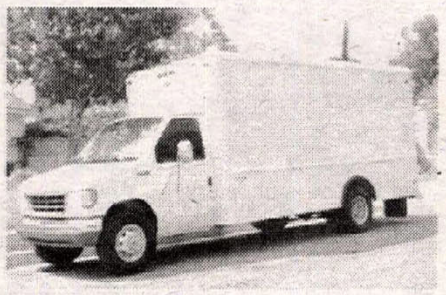

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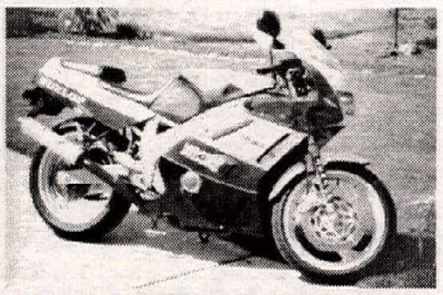

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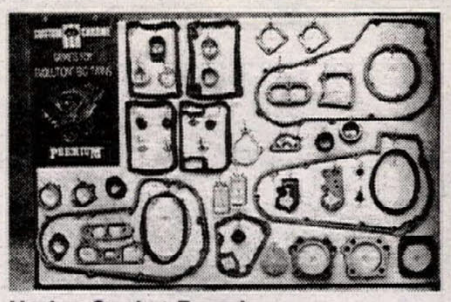

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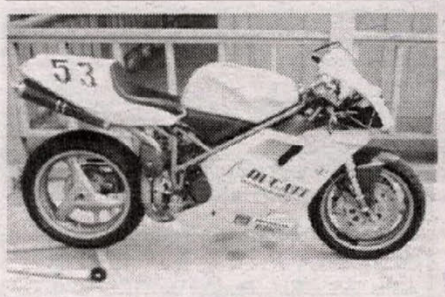

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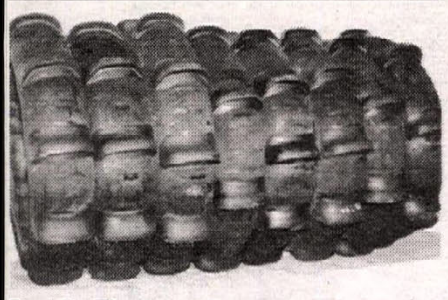

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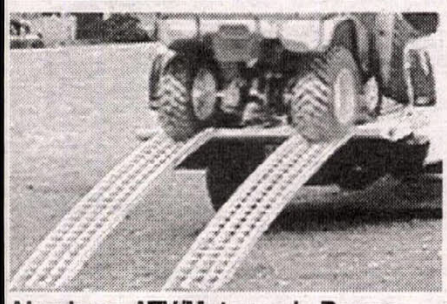

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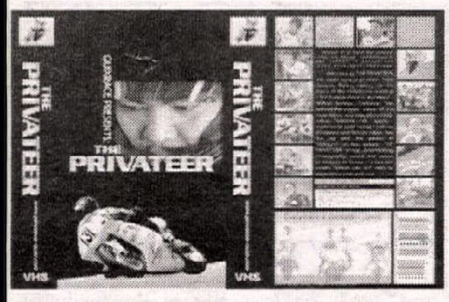

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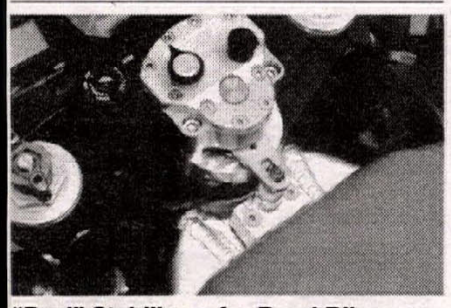

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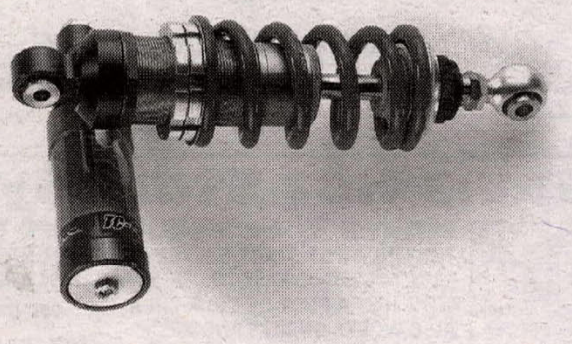

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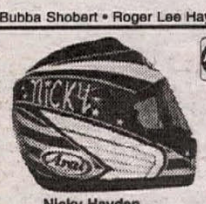

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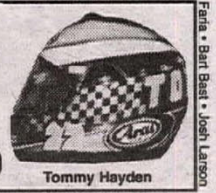

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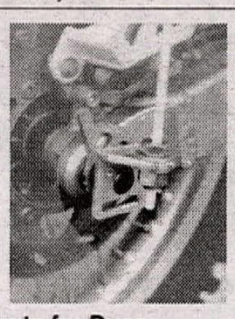

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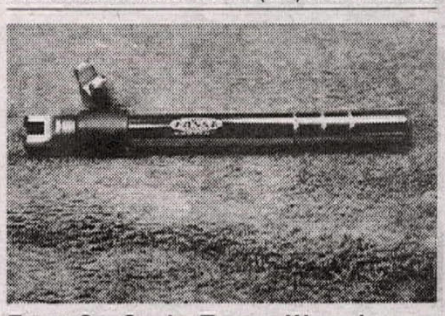

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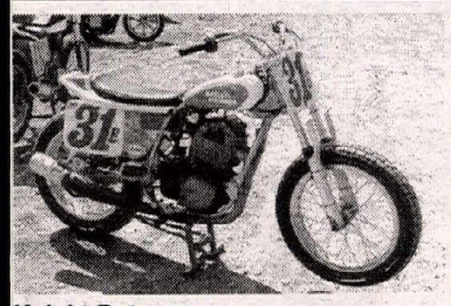

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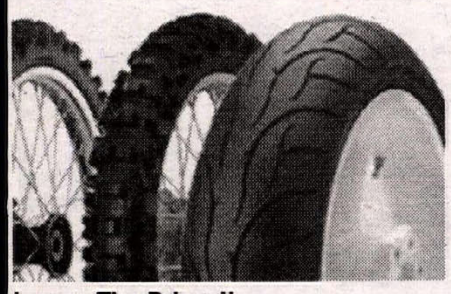

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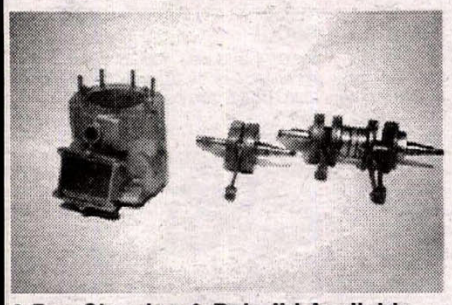

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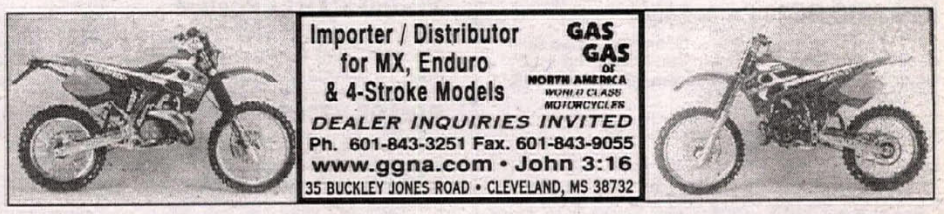
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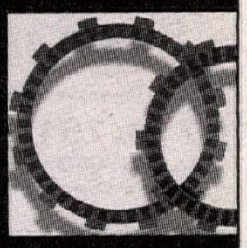

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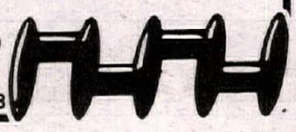

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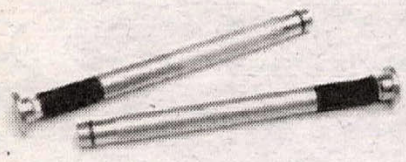

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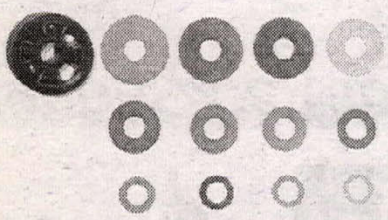

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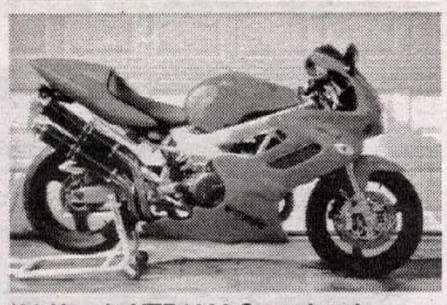

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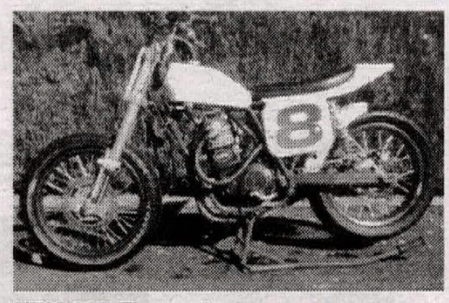

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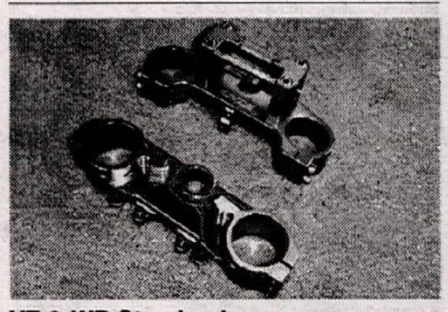

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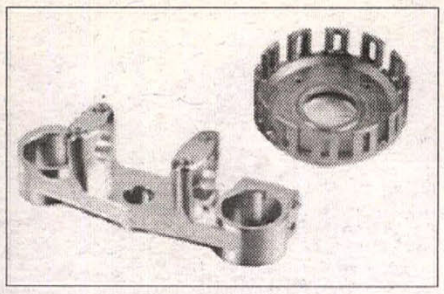

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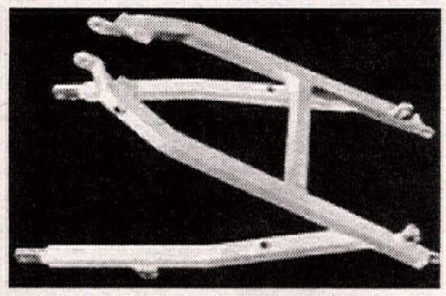

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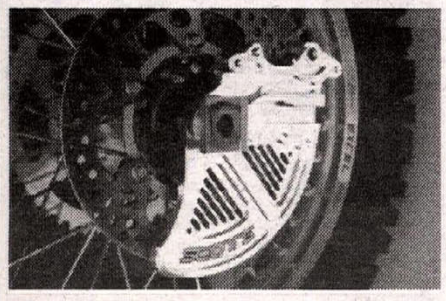

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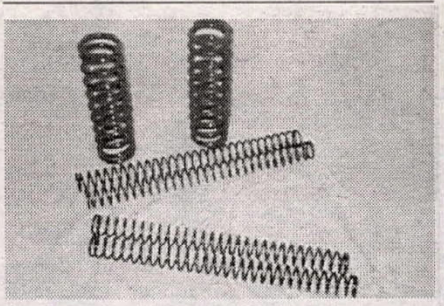

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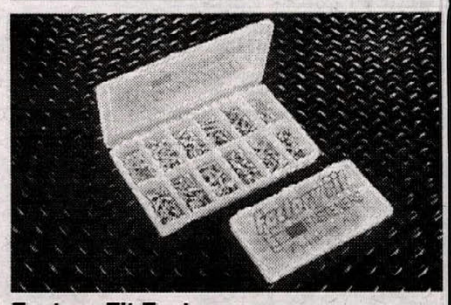

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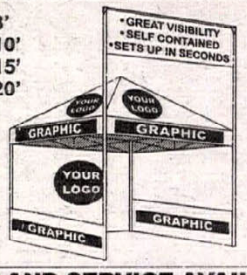

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Franco American

Guest Column

BY DAVID VUILLEMIN

First of all, I'd like to say hello to all of the American supercross and motocross fans. Some of you might remember me from last year, when I raced the first several rounds of the AMA Supercross season. I raced both Anaheim rounds, as well as Phoenix, Seattle and San Diego, but 2000 will be my first full year of racing in the United States. It's a big move for me from the GP circuit, and I'm really excited about the change.

> It's nice to take your mind off bikes sometimes, and I think the guys on Yamaha and Yamaha of Troy will be good friends - not just teammates.

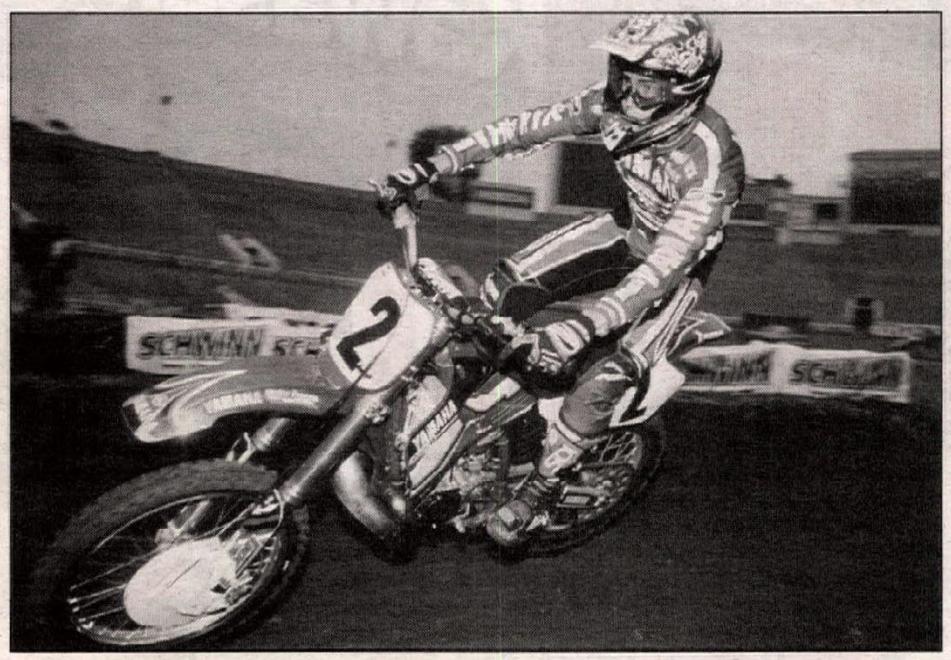
I won't be moving to California until the beginning of December, but I recently spent about two weeks there to be with Team Yamaha and to look for a home. We found one, and I just bought it. Jon R. from Yamaha has a wife who is a realtor, so she came with me. We visited houses, and I found a four-bedroom with a small swimming pool between Corona and Lake Elsinore - five minutes from the Yamaha track and close to lots of the other riders. It's perfect. I'll put the beds and everything inside when I move; I haven't even stayed in it yet.

I'm just going to California for my job. I have an objective to do, and I have a championship to prepare for, so I won't yet have time to go see things and have fun. I just want to be ready for the first race. It's a very difficult season, with 28 races. It's a big change for me, and that's why I have to get used to the team, to the bike, and to the American style of life.

I don't think I will go home to France too much. On weekends off maybe I can go visit nice places in the country and know more about America. Maybe it's better that way than to come home every weekend off. Anyway, I don't think I'll miss home too much. My parents are coming to stay with me, and I'm trying to get my hunting dog Lipton also. I think we should be happy there. Also, my new home will not really be so different from my old one. The weather in my hometown of Marseilles is similar to California, with not too much rain. It's a nice place to ride because everybody's from there - Frederic Bolley and Yves DeMaria, all those guys. It's kind of like the French California.

There are certain things I like to do in France, and I'll try to do some of those in California. I like to ride mountain bikes and play tennis a little bit, but when I have a day off I'll usually just relax a little bit. I train a lot, so I like to take my car and just go for a drive. I'll just drive maybe 10 miles to a nice place or a good restaurant and spend a good time with my girlfriend, Julie.

One thing that will help make my transition easier is my new team. I like the people on Team Yamaha a lot, but it will be a lot different from my old setup. On my French team, I got all the parts from the factory, but it was kind of my family team. My father was my manager, and I have a mechanic at home. I used to work with my dad all the time, so it will be a big change. I have to get to know all the people. From what I've seen since October, the people at Yamaha are very friendly, and they helped me a lot. I think it's a pretty good situation.



David Vuillemin: Yamaha USA's new teamster and *Cycle News'* new guest columnist.

Not everything will be different. I'll still be on a Yamaha, and I'll still have the same boot, helmet and goggle sponsors (Sidi, Shark and Oakley). I'll move from First clothes to Fox, because they sponsor Team Yamaha. FMF helps me out now, and I hope I get to keep using FMF pipes when I'm racing for Yamaha in 2000.

I'm already getting to know my teammates. I've spent some time on the test track with Jeremy McGrath, Jimmy Button, Ernesto Fonseca and Casey Johnson. It was a good time because they're friendly with me and they talk to me. I don't just stay away, over in a corner, ignoring them. I want to improve my English and talk with them, maybe not speaking about motocross, but about other things. It's nice to take your mind off bikes sometimes, and I think the guys on Yamaha and Yamaha of Troy will be good friends - not just teammates. Yamaha recently had a day where we all drove go-karts, so that was a good way to relax with those guys.

My new mechanic is Craig Monty, who worked with Doug Henry before. He's a nice guy, and he's young. We spent some time testing, and he came to my house in France to prepare the bike for the Bercy Supercross. We also slept in the same hotel room at Bercy, because we're trying to get to know each other more and establish a good relationship.

Changing countries won't be easy. I'll miss some friends, and some amateur riders I used to practice with. My girlfriend, also; she will stay in France because she has to work as a hairdresser. She will come visit me sometimes, though. I also have a few friends in California that I can hang out with - some mechanics that used to work at FMF that helped me in the past when I came to the States. I also know Danny LaPorte and Donny Emler from FMF, and Mike Garrett, who used to work there but is now at Parts Unlimited.

Anyway, that's how things are going for me right now. Maybe now when you see that French Yamaha guy at the races, you'll know a little bit about who he is. I hope I can put on a good show for you in 2000. See you!

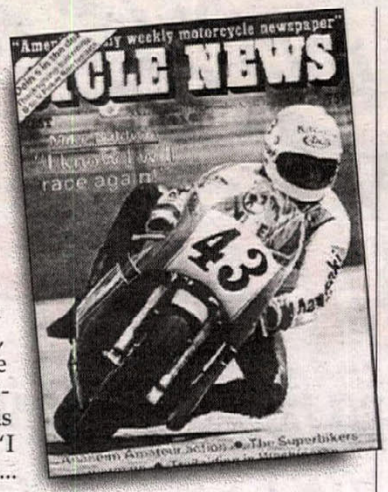
David Vuillemin finished third in this year's 250cc World Championship Motocross Series, and leads the World Supercross Series. Next year, the Frenchman will ride the AMA/EA Sports Supercross Series and Chevy Trucks 250cc National MX Series, and update Cycle News *readers with periodic columns.* CN

Looking Back

30 YEARS AGO... DECEMBER 9, 1969

We interrupted this Thanksgiving to bring you coverage of the third annual **Barstow-to-Vegas Hare & Hound**. This year's classic drew 1,500 entries, but just like last year the man to beat was **J.N. Roberts** (Hus), who took the lead some 15 miles into the event and was never headed as he raced to his second overall win in as many years... The Westlake Village, California, round of the **Inter-Am MX** drew over 20,000 spectators, who watched as **Arne Kring** (Hus) racked up another win via consistent placings in the three-moto format. Kring only won one moto. **Ake Jonsson** (Mai) was second overall, and **Gary Bailey** (Gre) earned the boistrous cheers of the crowd by coming home third overall... **Mark Brelsford** (H-D) rolled to his third straight main-event victory at the San Jose indoor short track... A **Ken Maely steel shoe**, direct from the man himself, cost $29.95 plus shipping and handling.

20 YEARS AGO... DECEMBER 5, 1979



Our cover photo showed Kawasaki road racer **Mike Baldwin** in action. Unfortunately, Baldwin was interviewed by *Cycle News* just after he had suffered a badly broken leg in a crash at Loudon, New Hampshire. In the interview, Baldwin discussed the crash and his prognosis, stating, "I know I will race again"... We spotlighted the new **KTM motocross and off-road machines**. The 495MC open classer was gone, and in its place was a 420MC. The 125MC boasted a six-speed transmission and 27 hp... **Johnny O'Mara** (Mug) won the 125cc Pro class at the CRC Western States Amateur National Championships at the Anaheim Stadium. **Mike Healey** (Suz) won the 60cc class... We also ran a small feature on the practice day that was held the week before the inauguaral running of the **Superbikers** at Carlsbad Raceway. All of the competitors came out to dial in their machines for the event, which was to be televised on ABC's Wide World of Sports.

10 YEARS AGO... NOVEMBER 29, 1989

The team of **Larry Roeseler, Ted Hunnicutt** and **Danny LaPorte** (Kaw) scored the win in the Baja 1000, Roeseler rolling across the finish line at about 1 a.m. on Saturday, November 11, after starting the race on November 9. The team of **Danny Hamel, Scott Morris** and **Darryl Folks** (KTM) finished second overall, ahead of the team of **Greg Zitterkopf, Garth Sweetland** and **Paul Krause** (ATK)... **Scott Plessinger** (Kaw) earned his first AMA National Hare Scrambles Championship by finishing second to **Keith Johnson** (Kaw) at the series' final round in Wrentham, Massachusetts... We featured a wrap-up of the Japanese F-1 and F-3 Road Racing series, where Texan **Doug Polen** (Suz) became the first rider ever to capture both titles in the same season... Youngsters **Greg Hancock** and **Josh Larsen** surprised everyone in attendance by capturing the top two spots in the AMA National Long Track Speedway Championship at Ascot Park. Long track specialist **Simon Cross** of England was third. CN

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